CJCSM 3150.16B, VOL I
28 October 2001

JOINT OPERATION PLANNING AND EXECUTION SYSTEM REPORTING STRUCTURE (JOPESREP)

VOLUME I

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CHAIRMAN OF THE JOINT CHIEFS OF STAFF

MANUAL

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JOINT OPERATION PLANNING AND EXECUTION SYSTEM
REPORTING STRUCTURE (JOPESREP)

REFERENCES:

a. DOD Manual 8910.1-M, 30 June 1998, "DOD Procedures for Management of Information Requirements"

b. CJCSM 3150.24B, 20 April 2001, VOLs I and II, "Joint Reporting Structure Type Unit Characteristics Report, (TUCHA)"

c. CJCSM 3150.02, 15 April 2000, "Global Status of Resources and Training System (GSORTS)"

d. CJCSM 3150.15A, 25 May 2001, "Specified Geographic Location File Request (GEOREQ)"

e. DOD Regulation 4500.9R, Parts I-IV, 4 August 1995, "Defense Transportation Regulation (DTR)"

f. Joint Pub 1-02, 10 January 2000, "DOD Dictionary of Military and Associated Terms," as amended through 1 September 2000

1. Purpose. This manual sets forth guidelines and standards to be used in the organization and development of information reporting to the Joint Operation Planning and Execution System (JOPES) database. Volume I is to be used for JOPES reporting under Global Command and Control System (GCCS) version 3 and subsequent dot releases (3.x.x.x). Volume II is to be used for JOPES 2000 reporting under GCCS version 4 and subsequent dot releases.

2. Cancellation. CJCSM 3150.16A is canceled.

3. Applicability. This manual applies to all agencies that develop planning information to support the Chairman of the Joint Chiefs of Staff, Joint Staff, combatant commands, Services, and identified combat support agencies such as the Defense Logistics Agency (DLA) and the National Imagery and Mapping Agency (NIMA).

4. Responsibilities. The JOPESREP encompasses only JOPES-related Joint Planning and Execution Community (JPEC) data. The JOPESREP will require:

a. A user or source data provider to perform online entry or interface with external ADP systems that support JOPES to accomplish this reporting.

b. Periodic updating to maintain continuity with the dynamic development and evolution of JOPES and JOPES-related systems.

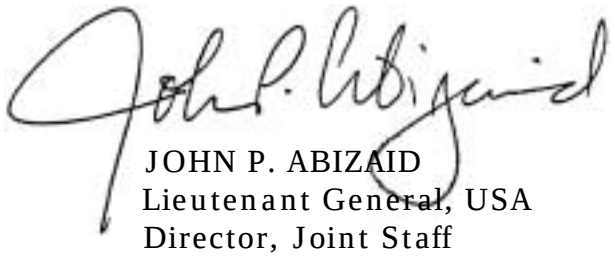
5. Summary of Changes. This revision is Volume I of a two-volume document that consolidates JOPESREP reporting from two different JOPES operating systems previously published in two separate documents. CJCSM 3150.16B, Volume I, replaces CJCSM 3150.16, 15 March 1996, which addressed JOPES Classic Reporting Structure, and Volume II will replace CJCSM 3150.16A, 29 September 2000, which addresses JOPES 2000 Reporting Structure. Volume I has been updated to reflect JOPES Classic in the GCCS. Volume II, to be published in the near future, will be updated to reflect Oracle database business rules in JOPES 2000.

6. Reports Requirements. Reports required by this manual are exempt from normal reporting procedures in accordance with reference a.

7. Releasability. This manual is approved for limited release. DOD components (to include the combatant commands) and other federal agencies may obtain copies of this manual through controlled Internet access only (limited to .mil and .gov users) from the Chairman of the Joint Chiefs of Staff (CJCS) Directives Home Page at http://www.dtic.mil/doctrine/jel.htm. Joint Staff activities may access or obtain copies of this manual from the Joint Staff local area network (LAN).

8. Effective Date. This manual is effective upon receipt.

For the Chairman of the Joint Chiefs of Staff:



JOHN P. ABIZAID
Lieutenant General, USA
Director, Joint Staff

Enclosure

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LIST OF EFFECTIVE PAGES

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RECORD OF CHANGES

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ENCLOSURE

JOINT OPERATION PLANNING AND EXECUTION SYSTEM REPORTING STRUCTURE

(SHORT TITLE -- JOPESREP)

1. Subject and Purpose

a. The Joint Operation Planning and Execution System (JOPES) Reporting Structure (JOPESREP) provides Joint Reporting Structure (JRS) standards to formalize the entry of required data into the JOPES database regardless of the method of data entry. The JOPESREP provides data element descriptions, edit criteria, and procedures for reporting Time-Phased Force and Deployment Data (TPFDD) among the commands and agencies involved in joint planning and execution activities. JOPESREP prescribes an integrated supporting system, structured for ADP that assists in development planning information to support the Chairman of the Joint Chiefs of Staff, Joint Staff, combatant commands, Services, and identified combat support agencies such as the DLA and NIMA.

b. The use of standard procedures to identify data elements, define codes and allowable values, and indicate transmission instructions enhances processing of reported data by automated methods and:

(1) Improves the accuracy of planning data.

(2) Facilitates the development, review, coordination, and approval of courses of action (COAs), operation plans (OPLANs), and operation orders (OPORDs).

(3) Assists in the identification of plan requirement shortfalls.

c. The authority for reporting information required by JOPES is contained in the documents listed below. Should a conflict arise between the provisions of the JOPESREP and the documents cited, the documents take precedence.

(1) CJCSM 3122.01, “Joint Operation Planning and Execution System, Volume I (Planning Policies and Procedures).”

(2) CJCSM 3122.02B, “Joint Operation Planning and Execution System Volume III, Crisis Action Time-Phased Force and Deployment Data Development and Deployment Execution.”

(3) CJCSM 3122.03A, "Joint Operation Planning and Execution System, Volume II (Planning and Execution Formats and Guidance)."

(4) CJCSM 3122.04A, "Joint Operation Planning and Execution System, Volume II, Supplemental Planning Formats and Guidance)."

2. Submitted By. Information to support the JOPES database is submitted by the unified commands, including their subordinate component commands; the Services; and selected DOD agencies as specified in JOPES, Volumes I and II, and the appendixes to this publication.

3. Submitted To. Information to support the JOPES database is submitted to the Joint Staff; unified commands, including their subordinate component commands; and the Services as specified in JOPES, Volumes I and II, and separate coordinating instructions. Should alternate transmission of required information be necessary, the information will be submitted to the next highest headquarters in the chain of command for entry into the JOPES database and distribution to the JPEC.

4. When Submitted

a. Deliberate Planning. For peacetime (deliberate planning in accordance with JOPES Volume I) OPLAN development, a supported combatant command builds an OPLAN database (TPFDD) to support a CJCS-approved concept of operations based on Joint Strategic Capabilities Plan (JSCP) tasking. The OPLAN is provided to the US Transportation Command (USTRANSCOM) for transportation supportability analysis. USTRANSCOM assists the JPEC in the refinement process to produce an OPLAN that is supportable with the resources available. The refined TPFDD is then submitted to the Chairman of the Joint Chiefs of Staff for review and approval as part of the complete OPLAN. This occurs at the end of the Plan Development Phase.

b. Crisis Action Planning. For Crisis Action Planning (CAP) (single or multiple-crisis situations in accordance with JOPES Volume I), if an OPLAN database is not available, the supported combatant commander will begin building a TPFDD during the COA Development Phase. The database developed will be submitted with the COA and the Commander's Estimate. The event that initiates this CAP phase is the publication of a CJCS WARNING ORDER. If the situation is extremely time sensitive, TPFDD development could be initiated during the CAP Execution Planning phase. The event that triggers this CAP phase is the publication of a CJCS ALERT or PLANNING ORDER. In this case, the TPFDD would be submitted as part of the OPORD.

c. Subsequent Submissions. Subsequent submissions of TPFDD information will normally occur when database corrections or updates are required. These updates are caused by significant changes to JSCP tasking and resource allocation, OPLAN concepts, or when requested by a supported combatant commander.

5. How Submitted

a. Classification. The originator of a JOPES database is responsible for assigning the proper classification and special handling instructions in accordance with current directives.

b. Transmission. Information can be transmitted to the JOPES database in three methods, the primary and two alternates.

(1) The primary method for information submission to the JOPES database is transmission online using the GCCS.

(2) Information transmitted to the JOPES database from non-JOPES applications must pass through a Transaction Editor (TE) unless the user information output from an external system is in the JOPES standard TPFDD format. This information can then be entered from a tape or disk using the LOAD-OPLAN and MERGE-REQUIREMENTS functions.

(3) If the user is unable to transmit the data to the JOPES server either online or through an interface, an alternate means of transmitting the data must be used. Alternate or backup methods of transmitting information to the JOPES database include: Database Select to another GCCS server, as a Secret Internet Protocol Router Network (SIPRNET) e-mail attachment, via GCCS/ SIPRNET Newsgroup, Defense Message System (DMS), Secure Facsimile (FAX), or, in a deliberate planning situation, mailing a tape or paper report. Where large volumes of data, such as a TPFDD, must be transmitted by an alternate method, the use of a courier traveling to an alternate site for entry of the information into the JOPES database should be considered.

(4) A complete record of transmittal is required for submission of JOPES information, including data being submitted by mail or DMS. The following information will normally be required to identify, understand, and process the data being submitted:

(a) Reference, summary, and the reason for submitting the data.

(b) Plan identification number and date.

(c) Registry number and date sent (if mailed or DMS transmitted) for tapes or hard copy.

(d) Functional categories of the data included.

(e) Security classification, downgrading, declassification, and special processing instructions.

(f) Edition of Type Unit Characteristics (TUCHA) used.

(g) Uncorrected processing errors and any unusual hardware requirements including file size required for processing.

(h) Loading instructions (scripts) for copying files from magnetic tapes.

(i) Originating point of contact with telephone numbers.

c. Precedence. Precedence is not applicable to the primary method of reporting JOPESREP information. However, during peacetime deliberate planning activities, when submitted by an alternate method, information will be assigned a ROUTINE or PRIORITY precedence based on the urgency of the situation. For CAP, information submitted will be assigned a precedence of PRIORITY or IMMEDIATE based on the urgency of the situation.

d. MINIMIZE. MINIMIZE does not affect the primary method of reporting JOPESREP information. However, when the information is submitted by an alternate method during deliberate planning, the imposition of MINIMIZE results in the report being submitted by mail or other alternative means of communications. During CAP, transmission of information using alternate means such as DMS during MINIMIZE is authorized, but should be based on the urgency of the operational situation.

6. Report Indicator. Not applicable for JOPESREP.

7. Specific Reporting Instructions

a. General Responsibilities. General reporting responsibilities and TPFDD development procedures are identified in JOPES Volumes I, II, and III, and in separate coordinating instructions.

b. System Description. The JOPESREP is an information reporting system structured for ADP that provides standard procedures for submitting TPFDD and populating the JOPES database. System components include reporting instructions, JOPES data element definitions, edits, codes, and tables of

allowed values. As part of the procedures, originators of the JOPESREP information must adhere to precise formatting rules and ensure that data are complete, edited, correct, and submitted properly.

8. Report Content

a. JOPES Database Data Elements. The JOPES database contains TPFDD, to include non-unit requirements for sustainment and personnel. Additional data elements are provided for plan execution, movement scheduling, and network processing. The JOPES database data elements identified in this document are grouped into functional areas. This functional orientation is based on the JPEC organizational taskings and responsibilities for COA, OPLAN, and OPORD (TPFDD) preparation identified in JOPES Volume I. Individual data elements are identified and discussed in the appendixes to this publication. The functional categories described in this report are as follows:

(1) Plan Information. This set of data elements comprises the reporting requirements for creation and update of COA, OPLAN, plan, and OPORD identification and descriptive information (e.g., plan identification number (PID), mission, concept of operations) in the JOPES database. Data descriptions are presented in Appendix A.

(2) Force. Force record data elements are described in Appendix B. The force data elements contain force identification information (Unit Type Code (UTC), Unit Identification Code (UIC), etc.), movement data (for personnel and equipment), routing information (origin, port of embarkation (POE), etc.), and delivery data (movement dates, preferred mode and source of transportation, etc.). JOPESREP also requires the entry of force movement characteristics summary data for nonstandard force requirements. Force movement characteristics summary data are provided for unit personnel and unit cargo.

(3) Non-Unit. The non-unit record data elements described in Appendix C comprise requirements for creation and update of non-unit cargo and personnel information during the development and refinement of OPLAN TPFDDs during deliberate planning. This portion of the JOPESREP specifies the reporting requirements for non-unit requirement description data, movement characteristics, routing/time-phasing data, noncombatant evacuation operation (NEO), medical evacuation (MEDEVAC), NEO patients, returning aeromedical evacuation crewmembers with associated equipment and supplies, and short-notice, non-unit personnel requirements.

(4) Scheduling and Movement. The scheduling and movement record data elements described in Appendix D include carrier characteristics, carrier itinerary data, carrier manifests, diversion, scheduled and reported movement, and scheduled or actual geographic location information.

(5) Force Module. The Force Module (FM) record data elements described in Appendix L include FM titles, descriptions, and indexes.

b. Data Element Characteristics. The following definitions apply to data reported in JOPESREP:

(1) Numeric (N). Numeric fields contain digits 0 through 9.

(2) Alphabetic (A). Alphabetic fields contain the letters A through Z. No special characters are allowed. This data type requires left justification.

(3) Alphanumeric (AN). Alphanumeric fields contain letters, digits, blanks, and the following special characters (valid for the JOPES TE): ampersand (&), single quote (‘), comma (,), up carat (^), hyphen (-), slash (/), semicolon (;), asterisk (*), pound sign (#), period (.), right bracket (]), and left bracket ([).

c. Detailed Data Element Descriptions. The following appendixes contain the data element descriptions for the JOPES functional categories identified in subparagraph 8a above. The format for the data descriptions is as follows: first column contains the reference number (REF #), the second column contains the data element name (ELEMENT NAME), the third column contains the data element length in characters (SIZE), and the fourth column identifies the type of data (TYPE) (see subparagraph 8b(3) above for special characters). Under the ELEMENT NAME is a section called COMMENTS that contains the data element description plus additional information. Following COMMENTS is a section called EDIT that contains edit criteria and allowed values. In the force record section, EDIT also contains the designation “FATAL” if the data element can result in Unit Line Number (ULN) automated rejection in the TPFDD validation process.

TABLE A-1

PLAN IDENTIFICATION NUMBER

1. Purpose. Each plan will be assigned a command-unique identifier. This number, once assigned, will be used for the life of the plan and may not be changed without coordination with the Joint Staff.

2. Number Blocks and Assignments. The supported command four-digit block assignments for developing the basic OPLAN or OPORD are as follows:

PID NUMBER BLOCKS	**ASSIGNMENTS**
0001 through 0599	Joint Staff
0600 through 0699	HQ USA
0700 through 0799	HQ USN
0800 through 0899	HQ USAF
0900 through 0999	HQ USMC
1000 through 1999	USCINCCENT
2000 through 2999	USCINCJFCOM
3000 through 3399	CINCNORAD
3400 through 3999	USCINCSPACE
4000 through 4999	USCINCEUR
5000 through 5999	USCINCPAC
6000 through 6999	USCINCSO
7000 through 7499	COMFORSCOM
7500 through 7999	USCINCSOC
8000 through 8999	USCINCSTRAT
9000 through 9599	USCINCTRANS
9600 through 9699	RESERVED
9700 through 9999	COMDT COGARD

3. Identification of OPLANs and OPORDs

a. For deliberate planning, the PID is normally expressed as a command-unique, four-digit number plus a separate one-character suffix. For the basic plan, the fifth character will be a number that indicates the fiscal year of the JSCP for which the plan was written (e.g., CINCUSJFCOM 22221 used the FY 1991 and 1992 JSCP). Multiple TPFDDs for the same OPLAN may be created. To differentiate between them, a letter in the fifth character position to designate each version or option of the TPFDD will follow the four-digit PID. The letters A through P (except I, O, and N) are reserved for deterrent options when they are developed into separate TPFDDs. The letters Q, R, and S are

reserved for MEDEVAC, NEO, and other retrograde TPFDDs, respectively. The letters T through Y (except X) will be used to designate different options, other than deterrent options, within a given OPLAN. Specific fifth character options include: Nuclear = N, Exercise = X, and Chemical = Z.

b. PID character schemes other than those discussed in subparagraph 3a above may be more useful, particularly during crisis planning and execution. As an example, a PID of 193xx could indicate USCENTCOM by the first character, the year by the second and third characters, and "xx" could indicate an abbreviation for the name of the operation. During deliberate planning, unique PIDs may also be appropriate to differentiate between components and establish "working" TPFDDs.

c. Calendar year exercise PIDs (those, that provide for movement of forces and equipment actually supporting JCS-directed exercises) must end with the letter "X." A convention commonly used for exercise PIDs containing small exercises for a given calendar year is to code the first PID character per CINC assignment, followed by the calendar year designation, followed by a "D" for deployment or "R" for redeployment in the fourth position, with "X" in the fifth character as prescribed. Thus PID 201DX would indicate USJFCOM PID for calendar year 01 exercise deployments. Exercise PIDs, which contain the TPFDDs with which the exercise "play" is executed, can follow any naming convention useful to the exercise planners. For instance, PID 401SE would support USEUCOM Exercise SHARP EAGLE '01.

TABLE A-3

UNIT LINE NUMBER CHARACTERISTICS

1. Purpose. A ULN identifies each force requirement in a TPFDD. The ULN is comprised of the five-character Force Requirement Number (FRN), along with the Fragmentation (FRAG) and Insert (INSERT) Codes, which are one-character each.

2. Force Requirement Number. An FRN uniquely identifies a force requirement and provides unique force identification within each OPLAN. FRNs may be two, three, four, or five characters. The FRN consists of five alphabetic or numeric characters with special rules for various character positions. The first three characters are the basic FRN. The following are the basic composition rules.

a. First Character. May be alphabetic (except I and O) or numeric.

b. Second Character. May be alphabetic (except I and O) or numeric.

c. Third Character. May be blank, alphabetic (except I and O), or numeric.

d. Fourth Character. May be blank, alphabetic (except I and O), or numeric.

e. Fifth Character. May be blank, alphabetic (except I and O), or numeric. Additionally, this character denotes specific information relating to split-shipment consideration, wherein a value E means do not split, C means cargo portion of a split shipment, and P means the personnel portion of a split shipment.

3. Rules for Use. The following rules have been established for use of the five-character FRN to accommodate force requirement categories and identify split-shipment modes where applicable. The FRN and Parent Indicator Code (PIC) must always identify a force category. Examples of force category and FRN relationships appear in Table A-29, Force Category, FRN, and Parent Indicator Code. There are five force categories.

a. Grouping Force Category

(1) A two-character FRN with the remaining three characters left blank designates a grouping.

(2) It functions in all respects as a parent and is completely defined by including Independent, Primary Parent, Secondary Parent, and/or Subordinate Force Category FRNs. Grouping Force Category FRNs are used to display hierarchical force structures within a plan containing three-, four-, or five-character FRNs.

b. Independent Force Category

(1) The basic FRN (a three-character FRN) is used to identify an independent force category. It is wholly defined by a single UTC. It may not be subordinate to a primary or secondary parent and has no subordinates, although it may be subordinate to a grouping.

(2) An independent force category must have a single destination, although the force requirement may be split and/or assigned units fragmented to move by different routes or modes. An independent force moving in a split-shipment mode requires two unique FRNs formed by adding a C in the fifth position to denote the cargo portion of the move or a P in the fifth position to denote the personnel portion of the move.

(3) An independent force that must not be split at any point in the deployment will be identified by a basic FRN plus the character E in the fifth position.

c. Primary Parent Force Category (Three-Character FRN)

(1) The basic FRN may be used to identify a primary parent force category. It consists of either secondary parents or subordinates that are associated for planning purposes. Secondary parents are normally further subordinated.

(2) A primary parent's PIC is used to indicate that all, some, or none of the subordinates will move in the split-shipment mode.

(3) This FRN is entered only for purposes of hierarchical display.

d. Secondary Parent Force Category

(1) The basic FRN plus an alphabetic (except I and O) or numeric suffix in the fourth character position defines a secondary parent force category that

requires further subordination. A secondary parent is subordinate to a primary parent. A secondary parent's subordinates, which are associated for planning purposes, may not be further subdivided.

(2) Units subordinate to a secondary parent force category cannot be deployed in the split-shipment mode.

(3) This FRN is entered only for purposes of hierarchical display.

e. Subordinate Force Category (Four- or Five-Character FRN)

(1) A subordinate force category is identified by either a four- or five-character FRN. It is a subordinate of a primary or secondary parent for either planning or hierarchical display purposes. It has no subordinates of its own and is defined by a single UTC. A subordinate force category must have a single destination, although the force may be split (if directly under a primary parent) or fragmented to move by different routes or modes.

(2) Units subordinate to a primary parent force category will have the same basic FRN and the fourth position will be any alphabetic (except I and O) or numeric character.

(3) Units subordinate to a primary parent may deploy in a split-shipment mode. In this case, two unique FRNs are required, wherein the first four characters will be common and the last (fifth) character will contain C (cargo) or P (personnel).

(4) Units subordinate to a primary parent that must not be split at any point in the deployment are identified by the character E in the fifth position of the FRN.

(5) Units subordinate to a secondary parent force category will have the same value in the first four positions of the FRN and the fifth position can be any alphabetic (except C, E, I, O, or P) or numeric value.

(6) Units subordinate to a secondary parent force category cannot be deployed in the split-shipment mode.

4. Single Force Requirement. Regardless of its structure, except for split-shipment identification, the FRN identifies a single force requirement. Example: When building an OPLAN with JSCP apportionment for six tactical fighter squadrons, each squadron will be assigned a basic FRN.

5. Subordinates. When parts of a force requirement are to be deployed to different locations with different dates, different routing, or by different modes, these components will be identified as subordinates. If more than 34 subordinates are required with a single parent, two alternatives are available:

a. The primary parent may be subdivided into multiple primary parent entries at the basic FRN level, with each accommodating 34 subordinates. This alternative is recommended only if some or all of the subordinates must be deployed in a split-shipment mode.

b. The primary parent may be subdivided into a maximum of 34 secondary parents, each capable of clustering 31 subordinates. Using this alternative, subordinates cannot be deployed in the split-shipment mode.

6. Procedures for Split Shipments. If a required force is planned to deploy in the split-shipment mode (normally personnel by air and cargo by sea), the procedures are as follows:

a. Identification of Split Shipment for Independent Force Requirements

(1) The force requirement will be identified by a unique three-character FRN.

(2) Two iterations of force routing data are required to describe the split shipment, one for cargo and one for personnel. The value C (cargo portion of the move) and P (personnel portion) will be placed in the fifth position of the FRN.

b. Identification of Split Shipment for Subordinate Force Requirements

(1) Subordinate to a Primary Parent. The force requirement will be identified by a unique four-character FRN. Two iterations of force routing data will be prepared the same as for an independent force requirement.

(2) Subordinate to a Secondary Parent. This type of force requirement will be identified by a unique five-character FRN also. The planner may change the FRN structure, enter two five-character subordinate FRNs (one for cargo, one for personnel), or use FRAG and INSERT codes to depict movement by different modes of transportation.

c. Identification of Split Shipment for Primary Parent Force Requirements

(1) This force requirement will contain the value A for PIC if all of its subordinates are moving as split shipments, the value P if some of the

subordinates are moving by split shipment, or the value X if none of the subordinates are moving by split shipment.

(2) Force routing data do not need to be included for parent force requirements, although origin, POE, port of debarkation (POD), and destination information can be included for sorting purposes.

d. Rejoining of Personnel and Cargo Portions of Split Shipments. The regrouping of personnel and cargo normally can occur at the cargo POD, the personnel POD, at an intermediate location between either of these PODs and the destination, or at the destination.

(1) If the required unit is deploying as a split shipment and the cargo and personnel will join at the sea POD (SPOD), the personnel force routing data will show the SPOD as an intermediate location occurring between the air POD (APOD) and the destination. An example of this situation follows:

Force Split	Intermediate Location	Before or After Code	POD	Destination
Cargo	Blank	Blank	SPOD	Destination
Personnel	SPODA	A (After POD)	APOD	Destination

(2) If the required unit is deploying as a split shipment and the cargo and personnel will join at the destination, force routing data are constructed as follows:

Force Split	Intermediate Location	Before or After Code	POD	Destination
Cargo	Blank	Blank	SPOD	Destination
Personnel	Blank	Blank	APOD	Destination

e. Force Movement Characteristics Procedures for Split Shipments. Separate movement characteristics data are required for each portion (personnel and cargo) of the split. The FRN for each portion will be the same except for a P or C in the fifth position. Applicable cargo detail describing the cargo characteristics will be submitted only for the cargo portion of the split. The following data element relationships are applicable to split shipments.

Data Element	Cargo Increment	Personnel Increment
PERSONNEL REQUIRING NONORGANIC TRANSPORT	Yes[1]	Yes
PERSONNEL STRENGTH	No	Yes
NUMBER OF CARGO CATEGORIES	Yes	No

[1]Reported when personnel are to accompany cargo. The Personnel Increment is not to include the personnel to accompany cargo.

f. Force Unit Identification (FUI) Procedures for Split Shipments. One or more iterations of FUI data will be made for each portion of a split shipment. If there is more than one iteration of FUI data for a portion of a split shipment, fragmentation and insert values will be used to provide uniqueness.

g. Restrictions on Split Shipments. If an independent force requirement or subordinate force requirement under a primary parent must not be split at any point in the deployment process, the fifth position of the FRN will contain the value E.

7. Fragmentation and Insert Codes

a. Purpose. These codes are used to uniquely identify subordinate units, fragmentations, or increments of a single force.

b. Rules for Use of Codes. Following are rules for the use of the FRAG and INSERT codes.

(1) If only one set of unit identification data is submitted for a single force requirement, both the fragmentation and insert codes must be blank.

(2) If more than one set of unit identification data is submitted, the fragmentation and insert codes must have values other than blank. When one force requirement deploys in more than one increment and those increments require different time phasing or routing, fragmentation and insert codes will be used to split the requirement into its deployment increments. The final destination of each fragmentation or insert must be the same, and the combined force records must always represent only one force requirement.

(3) The fragmentation code may be any alphabetic (except I and O) or numeric value. The insert code may be any alphabetic (except I and O) or numeric value. If the fragmentation code is not blank, then the insert code must also not be blank. If the fragmentation code is blank, then the insert code must also be blank.

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TABLE A-4

FORCE-PROVIDING ORGANIZATION CODES

1. Purpose. These codes identify the organization providing the force.

2. Code Values and Meanings. The codes with the identification of the organization the code represents are as follows:

CODE	MEANING
1	USCINCCENT
2	USCINCJFCOM
3	CINCNORAD
4	USCINCEUR
5	USCINCPAC
6	USCINCSO
7	COMFORSCOM/USCINCJFCOM ARMY COMPONENT
8	USCINCSTRAT
9	USCINCSOC
A	HQ US Army
B	Navy component of the unified command being supported.
C	Air Force component of the unified command being supported.
D	Detailed support requirements and host-nation-approved means of satisfying them have been documented in an approved final plan.
E	Commander, Air Combat Command (ACC)/USCINCJFCOM AIR FORCE COMPONENT

CODE	MEANING
F	HQ US Air Force
G	USCINCTRANS
H	Candidate for host-nation support; detailed support requirements identified, but not yet submitted to the host nation.
J	Joint Chiefs of Staff (decision by the Chairman of the Joint Chiefs of Staff is required to make this unit available).
K	DOD agency
L	Detailed support requirements have been submitted to host nation for negotiation, but are not yet documented in an approved final plan.
M	HQ US Marine Corps
N	HQ US Navy
P	HQ US Coast Guard
Q	Allied Air Force
R	Allied Marine Corps
S	USCINCSPACE
T	Allied Navy
U	Allied Organization
V	Allied Army
W	Army component of the unified command being supported.
X	Shortfall
Y	Note: Historically USARJ. Now refer to USCINCPAC
Z	EUSA

TABLE A-5

SERVICE OR USING ORGANIZATION CODES

1. Purpose. These codes identify the Military Service or using organization.

2. Code Values and Meanings. Following are the code values with their meanings:

CODE	MEANING
1 1/	USCINCCENT
2 1/	USCINCJFCOM
3 1/	CINCNORAD
4 1/	USCINCEUR
5 1/	USCINCPAC
6 1/	USCINCSO
7 1/	COMFORSCOM
8 1/	USCINCSTRAT
9 1/	USCINCSOC
A	US Army
B 1/	Navy component commander
C 1/	Air Force component commander
F	US Air Force
G 1/	USCINCTRANS
J	Joint Chiefs of Staff
M	US Marine Corps

CODE	MEANING
N	US Navy
P	US Coast Guard
Q 2/	Allied Air Force
R 2/	Allied Marine Corps
S 1/	USCINCSPACE
T 2/	Allied Navy
U 2/	Allied Organization
V 2/	Allied Army
W 1/	Army component commander
Y 1/	Fleet Marine Force
Z 1/	Department of Health and Human Services

1/ Use only with non-unit personnel.
2/ Use only with non-unit cargo and non-unit personnel.

TABLE A-6

UNIT TYPE CODES

1. Purpose. The UTC is the primary means of identifying standard types of forces and describing notional force requirements.

2. General. The UTC is a five-character, alphanumeric code that is associated with and allows each type unit or organization to be categorized into a class having common distinguishing characteristics. The first character (functional category code) has significance in that it indicates the primary function of the type unit. Reference b contains guidance on UTC reporting and structure.

3. UTC Categories. A UTC may be categorized as standard or nonstandard in relation to associated data elements within the TUCHA File.

a. Standard UTC. A UTC in the TUCHA file that has complete movement characteristics. Such a UTC describes a deployable type unit of fixed composition.

b. Nonstandard UTC. A UTC that is any of the following:

(1) Has no fixed composition (variable).

(2) Is not contained in TUCHA.

(3) Has incomplete data or no associated movement characteristics in the TUCHA file (identified by the proper Joint Staff functional category code followed by 99BB, or ending in Z99 in accordance with AFMAN 10-401, Operation Plan and Concept Plan Development and Implementation, and the USAF War and Mobilization Plan).

c. Complete UTC. Same as a standard UTC.

d. Incomplete UTC. A UTC in the TUCHA file that does not have complete movement characteristics. This type unit is considered to be nonstandard.

4. Functional Category Codes (First Position of UTC). Valid codes and respective definitions, by Service, are as follows:

DEFINITIONS BY SERVICE

CODE	ARMY	NAVY/COAST GUARD	AIR FORCE	MARINE CORPS
A	Multifunction Task Organization	Task Organization	Not Used	No Fixed Organization
B	Not Used	Not Used	Not Used	Not Used
C	DOD Agencies-National Command Authorities-Service Major Command HQs. (This is also the Joint Definition)	Service HQ, Major Staffs and Commands, Fleet and Type Commanders (Less USMC)	Major Command HQs-Major Command Augmentation-USAF Portions of JTF HQs	Command HQs
D	Civil Government Entities	Defense/Civil Government Entities	Not Used	Not Used
E	Not Used	Electronics	Not Used	Not Used
F	Biomedical Sciences	Medical-Dental	Medical Services	Medical-Dental Surgical
G	Chemical Activities	Ordnance Systems Activities	Not Used	Not Used
H	Maintenance	Ship Development Construction and Maintenance	Maintenance	Maintenance
J	Supply	Supply	Supply Services	Supply Support

CODE	ARMY	NAVY/COAST GUARD	AIR FORCE	MARINE CORPS
K	Research-Development Test and Evaluation	Oceanography, Hydrography, Meteorology	Research-Development Test and Evaluation	Research-Development Test and Evaluation
L	Administration Personnel-Legal-Postal-Special Services-Bands-Memorial-Graves Registration-Public Info-Morale Activities	Administration-Personnel	Postal-Courier, Graves Registration, Morale Activities	Administration-Personnel-Legal-Postal-Special Services-Bands-Memorial-Graves Registration-Public Info-Morale Activities
M	Fleet Auxiliaries Yard and Service Craft-Auxiliary Ship Admin Commands	Fleet Auxiliaries Yard and Service Craft and Their Admin Commands	Not Used	Not Used
N	Composite Service	Aviation Support/ Maintenance	Not Used	Not Used
P	Intelligence-Counter-intelligence Classified Security Psychological Activities	Intelligence	Intelligence	Intelligence-Counter-intelligence Classified Security Psychological Activities
Q	Military Police-Physical Security-Law Enforcement	Security	Security Police, Physical Security, Law Enforcement	Military Police-Physical Security-Law Enforcement

CODE	ARMY	NAVY/COAST GUARD	AIR FORCE	MARINE CORPS
R	Not Used	Not Used	Personnel-Admin Info	Not Used
S	Finance-Fiscal Contract Admin-Procurement	Comptroller	Auditor General	Finance-Fiscal Contract Admin-Procurement
T	Training	Training	Training	Ground Training
U	Transportation	Transportation/ Cargo Handling	Transportation	Major Transportation
V	Civil Affairs Combined Action Groups Military Assistance Services	Not Used	Military Assistance	Civil Affairs Units-Combined Action Units
W	Not Used	Aircraft Development	Not Used	Not Used
X	Multifunction Posts-Camps-Stations-Forts-Bases-Barracks	Naval Operating Bases and Stations	Combat Support, Rescue, Weather Combat Camera, Legal	Multifunction Posts-Camps-Stations-Forts-Bases-Barracks
Y	Not Used	Naval Support Element	Not Used	Not Used
Z	Armored Cavalry Reconnaissance	Miscellaneous	Miscellaneous	Miscellaneous
0	Infantry	Not Used	Not Used	Infantry
1	Artillery (Including Ground-to-Air Guns and Missiles)	Not Used	Air Defense Missiles	Artillery

CODE	ARMY	NAVY/COAST GUARD	AIR FORCE	MARINE CORPS
2	Armor-Antitank	Not Used	Not Used	Tracked Vehicles
3	Aviation Flight Units	Aviation Flight Units (Wings and Squadrons)	Mission Aircraft	Aviation Tactical (Including Light Antiaircraft Missile Btns)
4	Engineers and Topographic Services	Facilities Engineering	Fire Fighting EOD Disaster Preengineering	Engineers and Topographic Services
5	Not Used	Warships-Craft and Their Admin Commands	Not Used	Aviation Training
6	Communications Electronics Signal	Communications	Communication and Communications Maintenance	Ground Communications Electronics Signal
7	Tactical Rescue-Weather	Not Used	Tactical Control and Command and Control	Air Control Units (Including Marine Air Support Squadrons-Marine Air Control Squadrons-Marine Air Traffic Control Squadrons)
8	Special Operations Forces	Navy Mobile Units, Special Operations Units	Not Used	Aviation Support

CODE	ARMY	NAVY/COAST GUARD	AIR FORCE	MARINE CORPS
9	Misc. Combat-Combat Support Combat Service Support	Misc. Combat-Combat Support Combat Service Support	Unit Head-quarters	Misc. Combat-Combat Support Combat Service Support

TABLE A-7

UNIT LEVEL CODES

1. Purpose. The ULC describes the level of the unit for which the force requirement is stated.

2. Code Values and Meanings. ULCs are derived directly from the Global Status of Resources and Training System (GSORTS), reference c. GSORTS automatically updates the valid ULCs available through the JOPES Editing Tool (JET). Valid ULCs and their respective meanings are as follows:

CODE	MEANING
A	Numbered Army
ACD	Academy
ACS	Accounts Control Section
ACT	Activity
ADM	Administration
AF	Numbered Air Force
AFY	Air Facility
AGP	Army Group
AGY	Agency
ANX	Annex
AP	Air Patrol
AR	Area
ARO	Area Regional Officer
ARS	Arsenal
AST	Air Station
AUG	Augmentation
B	Barge
BAS	Base
BD	Board
BDE	Brigade
BKS	Barracks
BLT	Battalion Landing Team
BN	Battalion

CODE	MEANING
BND	Band
BR	Branch
BSN	Basin
BT	Boat
BTY	Battery
BU	Business Unit
CAY	Corps Artillery
CDC	Consolidated Distribution Center
CEC	Communications-Electronic Complex
CEP	Communicants-Electronic Package
CGC	US Coast Guard Cutter
CGE	College
CLN	Clinic
CMD	Command
CMN	Commission
CMP	Camp
CO	Company
CPS	Corps
CRW	Crew
CTP	Port Captain
CTR	Center
DAO	Defense Attaché Office
DAY	Division Artillery
DEP	Depot
DET	Detachment
DIR	Director, Directorate
DIV	Division
DMB	Detachment for Marine Expeditionary Brigade (MEB)
DMF	Detachment for Marine Expeditionary Force (MEF)
DML	Marine Expeditionary Unit (MEU) Detachment Residual

CODE	MEANING
DMM	MEB Detachment Residual
DMP	II MEB + MEU Detachment Residual
DMR	MEB + MEU Detachment Residual
DMT	II MEB Detachment Residual
DMU	Detachment for MEU
DSP	Dispensary
DST	District
DTL	Detail
ELE	Element
FAC	Facility
FAR	Field Army
FLO	Flotilla
FLT	Numbered Fleet
FMF	Fleet Marine Force
FOA	Field Operation Activity
FOR	Force
FT	Flight
FTR	Force Troops
GAR	Garrison
GRP	Group
HBD	Headquarters (HQ), HQ Company and Band
HHB	HQ and HQ Battery
HHC	HQ and HQ Company
HHD	HQ and HQ Detachment
HHS	HQ, HQ and Company, and Service Company
HHT	HQ and HQ Troop
HM	Home
HMC	HQ and Maintenance Company
HQ	Headquarters
HQC	Headquarters Company
HQD	Headquarters Detachment

CODE	MEANING
HQS	Headquarters and Service Company
HSB	HQ, HQ and Service Battery
HSC	HQ, HQ and Support Company
HSP	Hospital
INS	Installation
ISP	Inspector
IST	Institute
LAB	Laboratory
LIB	Library
MAA	Military Assistance Advisory Group
MAG	Marine Air Group
MAW	Marine Air Wing
MEB	Marine Expeditionary Brigade
MEF	Marine Expeditionary Force
MER	Merchant Ship
MEU	Marine Expeditionary Unit
MGR	Manager
MGZ	Magazine
MIS	Mission
MSC	MSC Ship
MSF	MSC One-Time Charter
MTF	Maintenance Float
MUS	Museum
NSC	Navy Support Craft
NSL	No Significant Level
OBS	Observatory
ODC	Office of Defense Cooperation
OFC	Office
OFF	Officer
OIC	Officer in Charge
OL	Operating Location

CODE	MEANING
OMC	Office of Military Cooperation
PKG	Package
PKT	Packet
PLN	Plant
PLT	Platoon
PO	Post Office
PRT	Port
PTY	Party
PVG	Proving Ground
RCT	Regimental Combat Team
REG	Region
REP	Representative
RES	Reserves
RGN	Region(al)
RGT	Regiment
RLT	Regimental Landing Team
RNG	Range
SCH	School
SCM	Support Command
SCO	Service Company
SCT	Sector
SEC	Section
SHP	Shop
SIP	Ship, Foreign or Merchant
SQ	Squadron
SQD	Squad
SS	Shop Stores
SST	Substation
STA	Station
STF	Staff
STP	Special Troops

CODE	MEANING
STR	Store
SU	Subunit
SUB	Supervisor
SVC	Service
SYD	Shipyard
SYS	System
TE	Task Element
TF	Task Force
TG	Task Group
TM	Team
TML	Terminal
TRN	Train
TRP	Troop
TU	Task Unit
U	Unit
USS	US Ship
WG	Wing
WKS	Works

TABLE A-8

FORCE INDICATOR CODES

1. Purpose. The Force Indicator Code (FIC) is used to distinguish a standard force requirement from a nonstandard force requirement and provided the reason the force is nonstandard. The FIC is system generated.

2. Code Values and Meanings. The FIC codes and their definitions are as follows:

CODE	DEFINITION
0	A standard force whose movement characteristics are derived from the TUCHA file, reference b.
1	A force whose cargo characteristics are the same as those of the type unit in the TUCHA file, but the personnel values for unit strength and/or personnel requiring non-organic transportation vary from the TUCHA values.
2	A force whose personnel values are the same as those of the type unit in the TUCHA files, but whose cargo movement characteristics values vary from the TUCHA values. Any detailed cargo movement characteristics associated with the force must be identified.
7	A nonstandard parent-force requirement.
8	A force whose personnel values and cargo movement characteristics deviate from those of the type unit in TUCHA; whose force has no fixed composition; and whose UTC ends in 99BB or Z99, does not exist in TUCHA, or is in TUCHA, but is considered to be nonstandard (see Table A-6). Any detailed cargo movement characteristics associated with the force must be identified.
9	A force whose personnel values and cargo movement characteristics contain actual unit movement characteristics. Any detailed cargo movement characteristics associated with the unit must be identified.

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TABLE A-9

TRANSPORTATION MODE AND SOURCE CODES

1. Purpose. These codes indicate the preferred mode and source of transportation for movement of a force or non-unit-related requirement to the POE, intermediate location (if applicable), POD, and destination.

2. Code Values and Meanings. The valid mode and source combinations and respective explanations are as follows.

MODE	MODE CODE	SOURCE CODE	EXPLANATION
Air	A	C	Air via established channel (Air Mobility Command (AMC), Service, or supported commander) aircraft
Air	A	D	Air via theater (supported commander) controlled dedicated aircraft
Air	A	H	Air via unit's organic aircraft (own aircraft)
Air	A	K	Air via (AMC, AMC contract) controlled aircraft
Air	A	M	Air via unit-funded commercial tickets
Air	A	N	Air via host-nation/allied-controlled aircraft
Air	A	O	Air via operational support airlift (OSA)
Air	A	S	Air via special assignment airlift mission (SAAM)
Sea	S	C	Supporting CINC-controlled USN or USCG ship; not Military Sealift Command (MSC)
Sea	S	D	Supported CINC-controlled USN or USCG ship (MPS/APS); not MSC
Sea	S	E	MSC-controlled ship

MODE	MODE CODE	SOURCE CODE	EXPLANATION
Sea	S	H	Unit's organic sea transport capable of independent sea transit
Sea	S	N	Host-nation controlled ship
Sea	S	P	DOD-arranged commercial waterway movement not under operational control of MSC, to include petroleum, oils, and lubricants (POL) via barge
Sea	S	W	MSC-controlled ship withheld from common-user pool to support USMC assault follow-on echelon (AFOE)
Land	L	C	Supporting CINC-controlled land transport (to other than a CONUS APOE/SPOE)
Land	L	D	Supported CINC-controlled land transport (to other than a CONUS APOE/SPOE)
Land	L	G	Military Traffic Management Command (MTMC)-arranged transport (includes CONUS commercial rail and surface transportation) (within ITO authority)
Land	L	H	Unit's organic land transport (own vehicles)
Land	L	M	Land via DOD-provided land transport that is neither under the operational control of a CINC nor arranged by MTMC
Land	L	N	Host-nation controlled land transport
Land	L	P	DOD-arranged land transport neither under operational control of a CINC nor arranged by MTMC, to include POL via pipeline
Optional	P	C	Supporting CINC (to other than a CONUS APOE/SPOE)

MODE	MODE CODE	SOURCE CODE	EXPLANATION
Optional	P	D	Supported CINC (to other than a CONUS APOE/SPOE)
Optional	P	G	MTMC (CONUS use only)
Optional	P	N	Host nation
None	X	G	Origin and POE is the same (same GEOCODE), SPOD, and destination may be different
None	X	X	Origin and POE the same (not a CONUS SPOE) or POD and destination (DEST) the same
None	Z		Requirement is in place at its final destination (leave source code blank)

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TABLE A-10

LOAD CONFIGURATION CODES

1. Purpose. Load configuration codes describe type of loading for delivery of the force to the POD, intermediate location (if applicable), and destination.

2. Code Values and Meanings. The value codes with respective meanings are as follows:

CODE	MEANING
A	Administrative loading -- a loading system giving primary consideration to achieving maximum utilization of troop and cargo space without regard to tactical considerations. Equipment and supplies must be unloaded and sorted before they can be used. Containerizable equipment may be containerized.
B	Administrative loading -- a loading system giving primary consideration to achieving maximum utilization of troop and cargo space without regard to tactical considerations. Equipment and supplies must be unloaded and sorted before they can be used. Containerizable equipment will not be containerized.
F	Fleet issue.
L	Loaded for air-landed assault -- forces and aircraft configured to facilitate delivery of a force by unloading personnel and materiel after landing in the objective area under combat conditions.
M	Loaded for amphibious assault -- forces and ships configured and loaded for delivery of a force by sea in an amphibious operation into an objective area under combat conditions.
N	Not applicable.
P	Loaded for airdrop -- aircraft configured for delivery of force or materiel into an objective area under combat conditions by unloading personnel and materiel while in flight.

CODE	MEANING
T	Combat loading -- the arrangement of personnel and the storage of equipment and supplies in a manner designed to conform to the anticipated tactical operation of the organization embarked. Each individual item is stored so that it can be unloaded at the required time.
W	Force deploys together -- applicable to deploying forces only. Used to designate that all personnel, unit equipment, and accompanying unit supplies associated with the force must deploy together.

TABLE A-11

DISCHARGE CONSTRAINTS CODES

1. Purpose. These codes describe limitations or restrictions at the POD, intermediate location (if applicable), and destination.

2. Code Values and Meanings. A maximum of two of the following codes may be entered for each location. If more than two are required, the most significant two will be used. A single-value constraint will be left justified.

CODE	MEANING
A	Containerized cargo -- 20-foot containers only
B	Over-the-beach discharge
C	Opposed landing
H	Helicopter discharge
J	Containerized cargo -- 20- or 40-foot containers
K	T-AVB flyoff
L	LST discharge
N	No special considerations
O	Other
P	Self-sustaining vessel and in-the-stream discharge
R	Roll-on/roll-off
S	In-the-stream discharge
T	SEATRAIN/barge carrier
U	Undetermined
V	Self-sustaining vessel

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TABLE A-12

GEOGRAPHIC LOCATION CODES

1. Purpose. Codes for all locations (i.e., origins, POEs, PODs, intermediate locations, or destinations) should be selected from the Standard Specified Geographic Location File (GEOFILE), reference d, which is managed by the Operations Directorate, J-3, Joint Staff. A four-character Geographic Location Code (GEOLOC) identifies locations.

2. Composition. The GEOFILE is an automated table of worldwide geographic locations, including water areas. Data fields include GEOLOC, location name, installation type code (e.g., international airport (IAP)), state or country code, state or country name, and latitude and longitude point coordinates. The file may be used as an augmentation table, validity check, or extraction reference file for any applications requiring geographic locations. It also contains International Civil Action Organization (ICAO) and DOD Regulation 4500.9R, Defense Transportation Regulation (DTR), reference e, air and sea locations. The following is a sample extract of the file:

GEOLOC	LOCATION NAME	INST TYPE	STATE / COUNTRY	SHORT NAME
AFMS	LEHIGH VALLEY	CAP	42	PENNA
AFMY	ALLENTOWN	CTY	42	PENNA
ETFB	CP LEJEUNE	MGI	37	NC
XPZP	UNKN EXST INDIA	RPA	IN	INDIA
XPQF	UNKNOWN EXST	RPA	UN	UNKWN
OOXG	MEXICO, GULF OF	GLF	1M	GMEX

There may be more than one GEOLOC for the same location name. The difference is apparent in the type of installation code. Care must be exercised to ensure that the correct GEOLOC is chosen and reported, depending on the precise location it is intended to indicate. For example, AFMY might be used when Allentown (city) is to be reported as an origin; whereas, AFMS is the proper GEOLOC to indicate Allentown (airport) as a POE.

3. Ocean-Area Boundaries. The boundaries for a given ocean-area GEOLOC may be found in reference d.

4. Unknown Location. The GEOFILE also includes a code for an unknown location in each country and a code for an unknown foreign location (to be used when country is not known).

TABLE A-13

LOCATION OF INTERMEDIATE STOP CODES

1. Purpose. This code provides the location of an intermediate stop in relation to unload and offload points. This code is written to the database when a user selects the various locations via a toggle button in

2. Code Values and Meanings. The valid codes with definitions are as follows:

CODE	DEFINITION
A	After POD
B	Between POE and POD
C	Before POE

(INTENTIONALLY BLANK)

TABLE A-14

DATE FORMAT

1. Purpose. The date values required by various data fields described in JRS reports are to be reported with reference to the day deployment of the forces and non-unit cargo and personnel in the operation is to begin (C-day). The highest command or headquarters responsible for coordinating the planned deployment will provide more specific definition of C-day within the context of that prescribed in Joint Pub 1-02, reference f.

2. Composition. A C is entered in the leftmost position for C-day and is followed by all subsequent days in the remaining three positions. Entering the character N followed by the number of days denotes days prior to C-day. Examples are as follow:

DAY	**ENTER**
C-day	C000
C +10	C010
C - 5	N005

(INTENTIONALLY BLANK)

TABLE A-15

UNIT IDENTIFICATION CODE FIRST-CHARACTER CODES

1. Purpose. This code distinguishes between joint or Service units and identifies the Service of the unit.

2. Code Values and Definitions. The valid first characters for UICs with definitions are as follows:

CODE	DEFINITION
A	US Department of Agriculture
B	US Department of Labor
C	US Department of Commerce
D	US Department of Defense, Agency or Command
E	US Coast Guard
F	US Air Force
G	US Department of Transportation
H	US Department of Health, Education, and Welfare
J	US Judicial Branch
K	US Department of Interior
L	US Legislative Branch
M	US Marine Corps
N	US Navy
P	US Postal Service
Q	US Department of Justice
R	Independent US Federal Agencies

CODE	DEFINITION
S	US Department of State
T	US Department of Treasury
U	US Department of Housing and Urban Development
V	Other Independent US Federal Agencies
W	US Army
X	US Executive Branch
Y	US State Government
Z	International Organizations and Foreign Governments

TABLE A-16

NON-UNIT-RELATED CARGO-PROVIDING ORGANIZATION CODES

1. Purpose. This code identifies the organization providing the non-unit-related cargo (NRC).

2. Code Values and Definitions. The valid codes for NRC-providing organizations are as follows:

CODE	DEFINITION
A	US Army
D	Defense Mapping Agency
F	US Air Force
G	Host-Nation Support
K	DOD Agency
L	Defense Energy Support Center (DESC)
M	US Marine Corps
N	US Navy
P	US Coast Guard
Q	Allied Air Force
R	Allied Marine Corps
S	Defense Logistics Agency
T	Allied Navy
U	Unsourced Cargo

CODE	DEFINITION
V	Allied Army
X	Shortfall
Y	Single Manager for Conventional Ammunition

TABLE A-17

NON-UNIT-RELATED TYPE MOVEMENT CODES

1. Purpose. This code identifies the non-unit-related type movement codes for both cargo and personnel. The multiple codes for resupply are provided to allow additional key values for large plans. This code is the second character in the Cargo Increment Number (CIN) or Personnel Increment Number (PIN).

2. Code Values and Meanings. The valid codes with their meanings are as follows:

CARGO

CODE	MEANING
A	Support for deploying forces required before normal resupply is established
B	Intracoastal cargo
C	Support for nonmilitary programs; e.g., civil relief, agricultural, and economic development materials
H	Other cargo
L	Sourced supplies
N	Military support for allies
Q	Resupply
R	Resupply
S	Supply buildup
T	Retrograde cargo
U	Chemical munitions

CODE	MEANING
V	Resupply
W	Nuclear weapons
X	Resupply
Y	Resupply
Z	Resupply

PERSONNEL

CODE	MEANING
D	Noncombatant medical evacuees
E	Noncombatant evacuees; DOD-sponsored personnel, Department of State personnel, other US Government-sponsored personnel, and US citizens in a theater who must be moved within or from the theater
F	Fillers
G	Retrograde personnel; DOD civilian and military personnel in a theater who must be moved from the theater, excluding AMC aircrew and aeromedical crew members in additional crew member status
K	Other personnel; e.g., casuals, TDY and temporary active duty, civilians
M	MEDEVAC
P	Replacements

TABLE A-18

CARGO CATEGORY CODES

1. Purpose. This code identifies the type of cargo to be moved for a force or non-unit-related cargo requirement.

2. Composition. The cargo category code consists of three characters. Each character position has unique codes and meanings.

3. Code Values and Meanings. Following are valid codes, with respective meanings, for each character position. Note that the second character position codes are different between force and non-unit cargo categories.

FIRST-POSITION CARGO CATEGORY CODE

CODE	MEANING
A	Vehicles (wheeled and tracked, self-propelled or non-self-propelled) that are neither security nor hazardous cargo (see codes K and L below for security and hazardous vehicles) and are not suitable for road marching on overland deployment legs. See code R for roadable vehicles.
B	Non-self-deploying aircraft (NSDA) that are uncrated (if self-deployable aircraft will not be deployed under their own power, they must be identified as NSDA and force movement characteristics reported).
C	Floating craft.
D	Hazardous nonvehicular cargo (see code E below).
E	Security nonvehicular cargo or nonvehicular cargo that is both security and hazardous.
F	Cargo requiring refrigeration by the mover.
G	Bulk POL (nonpackaged).

CODE	MEANING
H	Bulk granular cargo; crushed rock, sand, etc.
J	Other nonvehicular cargo, including water, packaged POL, crated aircraft, etc.
K	Vehicles designated as security cargo or both security and hazardous cargo.
L	Vehicles designated as hazardous cargo, but not security cargo.
M	Ammunition.
N	Nuclear weapons.
P	Chemical munitions.
R	Wheeled vehicles (self-propelled or non-self-propelled), neither security nor hazardous cargo, that are suitable for road march on overland deployment legs and capable of convoy speeds up to 40 MPH.

SECOND-POSITION CARGO CATEGORY CODE

UNIT EQUIP	ACCOMP UNIT SUPPLY	NON-UNIT CARGO	MEANING
0	4	A	Non-Air-Transportable Cargo: (a) exceeds any of the dimensions 1,453" x 216" x 156" or (b) has a height between 114" and 156" and the width exceeds 144." 1/
1	5	B	Outsized Cargo: Exceeds 1090" x 117" x 105" and is qualified by DTR aircraft air dimension code (too large for C-130 or C-141). 1/

UNIT EQUIP	ACCOMP UNIT SUPPLY	NON-UNIT CARGO	MEANING
2	6	C	Oversized Cargo: Exceeds the usable dimensions of a 463L pallet (Length = 84" x Width = 104" x Height = 96") or a height established by the cargo envelope of the particular model aircraft. 1/
3	7	D	Bulk Cargo: Dimensions less than oversize cargo. 1/
8	9		Organic Cargo: Non-Transportation Component Command (TCC) cargo, and is either pre-positioned or will be transported via organic resources and does not require TCC support.

THIRD-POSITION CARGO CATEGORY CODE

CODE	MEANING
A	This cargo is normally carried on a vehicle that is organic to the unit (not applicable to non-unit-related cargo).
B	This cargo can be containerized, meets the dimensional criteria for a 20-foot container (225" x 84" x 82") and does not exceed a weight of 20 short tons. 2/
C	This cargo can be containerized, does not meet the dimensional criteria for a 20-foot container, but does meet the dimensional criteria for a 40-foot container (468" x 84" x 86"), and does not exceed a weight of 40 short tons. 3/
D	This cargo cannot or will not be containerized.

1/ All dimensions are expressed in length x width x height. Width and height pertain to aircraft door limitations.

2/ Dimensions represent container door opening. Interior dimensions of a 20-foot container are 231" x 92" x 87".

3/ Dimensions represent container door opening. Interior dimensions of a 40-foot container are 472.5" x 92" x 92".

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TABLE A-19

HEAVY LIFT AND DIMENSION CATEGORY CODES

1. Purpose. This code is applicable to both force and non-unit-related cargo data (excluding bulk POL and bulk granular) for any given cargo category code of a Unit Level Coded (ULN) or CIN. Weight and sizes are assessed as follows:

a. The heaviest item among those being reported (fractions of a ton will be rounded to next highest ton; e.g., 10.3 tons will be considered 11 tons).

b. The greatest dimension of the largest item being reported.

c. The heaviest and largest may not necessarily refer to the same item. For example: The heaviest item reported is a 60-ton tank, and the largest item reported is a truck that is 37 feet long. The correct code is "M," which shows the heaviest item is 51 to 60 tons and the largest item is over 35 feet in any dimension.

2. Code Values and Meanings. The following identifies the appropriate code to use when describing the largest and heaviest items(s) and provides a definition:

CODE	DEFINITION
A	Under 5 tons and less than 35 feet in any dimension
B	5 to 10 tons and less than 35 feet in any dimension
C	11 to 30 tons and less than 35 feet in any dimension
D	31 to 50 tons and less than 35 feet in any dimension
E	51 to 60 tons and less than 35 feet in any dimension
F	61 to 70 tons and less than 35 feet in any dimension
G	Over 70 tons and less than 35 feet in any dimension
H	Under 5 tons and 35 feet or more in any dimension
J	5 to 10 tons and 35 feet or more in any dimension

CODE	DEFINITION
K	11 to 30 tons and 35 feet or more in any dimension
L	31 to 50 tons and 35 feet or more in any dimension
M	51 to 60 tons and 35 feet or more in any dimension
N	61 to 70 tons and 35 feet or more in any dimension
P	Over 70 tons and 35 feet or more in any dimension

TABLE A-20

NON-UNIT-RELATED CARGO SUPPLY CLASS CODES

1. Purpose. These codes define classes and subclasses of supply.

2. Code Values and Meanings. The numeric codes for each class of supply and the alphabetic codes for each subclass of supply are as follows:

Supply Class	**Subclass**
1 -- Subsistence (Food)	A -- Nonperishable dehydrated subsistence that requires organized dining facilities.
	C -- Combat Rations (includes meals, ready to eat (MRE) that require no organized dining facility) used in both combat and in-flight environments. Includes gratuitous health welfare items.
	R -- Refrigerated subsistence.
	S -- Nonrefrigerated subsistence (less other subclasses).
	W -- Water
2 -- General Support Items: Clothing, individual equipment, tentage, organizational tool sets and tool kits, hand tools, material administrative, and housekeeping supplies.	A -- Air
	B -- Ground support material
	E -- General supplies
	F -- Clothing and textiles
	G -- Electronics
	M -- Weapons

Supply Class	Subclass
	T -- Industrial supplies (e.g., bearings, block and tackle, cable, chain, wire, rope, screws, bolts, studs, steel rods, plates, and bars)
3 -- POL: Petroleum (including packaged items), fuels, lubricants, hydraulic and insulating oils; preservatives; liquid and compressed gasses; coolants deicing, and antifreeze compounds; plus components and additives of such products, including coal.	A -- Air W -- Ground (surface) P -- Packaged POL
4 -- Construction: Construction materials and barrier materials.	A -- Construction B -- Barrier materials
5 -- Ammunition: Ammunition of all types (including chemical, radiological, and special weapons), bombs, explosives, mines, fuses, detonators, pyrotechnics, missiles, rockets, propellants, and other associated items.	A -- Air W -- Ground
6 -- Personal Demand Items (Nonmilitary sales items).	None
	A -- Packaged Demand Items not packaged as Ration Supplemental Sundry Packs (RSSP)

Supply Class	Subclass
	M -- Personal and official letter and packaged mail. Does not include items in other classes such as spare parts.
	P -- RSSP
7 -- Major end items: A final combination of end products ready for intended use; e.g., launchers, tanks, racks, adapters, pylons, mobile machine shops, and administrative and tracked vehicles.	A -- Air
	B -- Ground support material (includes power generators, firefighting, and mapping equipment).
	D -- Administrative and general-purpose vehicles (commercial vehicles used in administrative motor pools).
	G -- Electronics
	J -- Tanks, racks, adapters, and pylons. (USAF only)
	K -- Tactical and special-purpose vehicles (includes trucks, truck-tractors, trailers, semitrailers, etc.)
	L -- Missiles
	M -- Weapons
	N -- Special weapons
	X -- Aircraft engines (USAF only)
8 -- Medical material, medical repair	A -- Medical material (including repair parts peculiar to medical items).
	B -- Blood and fluids

Supply Class	Subclass
9 -- Repair parts (less medical-peculiar repair parts): All repair parts and components, including kits, assemblies, material, power generators sub-assemblies (repairable and nonrepairable) required for all equipment; dry radio batteries.	A -- Air B -- Ground support material, power generators and bridging, firefighting, and mapping equipment D -- Administrative vehicles (vehicles used in administrative motor pools). G -- Electronics K -- Tactical vehicles (including trucks, truck-tractors, trailers, semitrailers, etc.) L -- Missiles M -- Weapons N -- Special weapons T -- Industrial supplies (e.g., bearings, block and tackle, cable, chain, wire, rope, screws, bolts, studs, steel rods, plates, and bars). X -- Aircraft engines (USAF only)
10 -- (Processed as zero “0”) Material to support nonmilitary programs; e.g., agricultural and economic development not included in Classes 1 through 9	None

TABLE A-21

NON-UNIT-RELATED PERSONNEL-PROVIDING ORGANIZATION CODES

1. Purpose. This code identifies the organization that provides non-unit-related personnel (NRP) as replacement or fillers for OPLANs and OPORDs.

2. Code Values and Organizations. The alphanumeric codes for NRP-providing organizations are as follows:

CODE	ORGANIZATION
1	USCINCCENT
2	USCINCJFCOM
3	CINCNORAD
4	USCINCEUR
5	USCINCPAC
6	USCINCSO
7	COMFORSCOM
8	USCINCSTRAT
9	USCINCSOC
A	HQ US Army
B	Navy component commander of supported CINC
C	Air Force component commander of supported CINC
F	HQ US Air Force
G	USCINCTRANS

CODE	ORGANIZATION
J	Joint Chiefs of Staff
M	HQ US Marine Corps
N	HQ US Navy
P	HQ US Coast Guard
Q	Allied Air Force
R	Allied Marine Corps
S	USCINCSPACE
T	Allied Navy
U	Allied organization
V	Allied Army
W	Army component commander of supported CINC
X	Shortfall
Y	Fleet Marine Force
Z	Department of Health and Human Services

TABLE A-25

REASON FOR INTERMEDIATE NON-UNIT-RELATED DELAY

1. Purpose. This code identifies the reason for a delay at an intermediate location for non-unit-related cargo and personnel.

2. Code Values and Reasons. The alphabetic codes and reasons for a delay of NRC or NRP at an intermediate location are as follows:

CODE	REASON
A	Change mode or source (cargo and personnel)
B	Consolidation of cargo and personnel
C	Awaiting transportation (cargo and personnel)
D	Load reconfiguration
E	Container stuffing
F	Repair, maintenance, inspection
G	Assembly of item
H	Temporary storage
J	Temporary buildup (cargo and personnel)
K	Refinement (POL)
L	Dispersal (cargo and personnel)
M	Transshipment or partitioning (cargo)
N	Training (personnel)
P	Marry-up with unit (cargo and personnel)
Q	Other as defined by supported or supporting commands

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TABLE A-26

FUEL TYPE CODES

1. Purpose. These codes identify DOD fuel types.

2. Code Values and Product Nomenclature. The codes and product nomenclature for DOD fuel types are as follows:

CODE	PRODUCT NOMENCLATURE
060	Fuel Oil, Grade 60, Intermediate
130	Gasoline, Aviation, Grade 100/130, MIL-G-5572 (NATO F-18)
131	Gasoline, Aviation, Grade 100/130, Low Lead, MIL-G-5572E
135	Gasoline, Aviation, Grade 108/135, PWA 510A
145	Gasoline, Aviation, Grade 115/145, MIL-G-5572 (NATO F-22)
180	Fuel Oil, Grade 180, Intermediate
220	Fuel Oil, Grade 220, Intermediate
380	Fuel Oil, Grade 380, Intermediate
887	Gasoline, Aviation, Grade 80/87, MIL-G-5572
996	Gasoline, Aviation, Grade 91/96, Mil-G-5572
D-3	Kerosene Italian
DF1	Diesel Fuel, Grade DF-1, Winter, FED-VV-F-800
DF2	Diesel Fuel, Grade DF-2, FED-VV-F-800 (NATO F-54)
DF8	Turbine Fuel, Ground

CODE	PRODUCT NOMENCLATURE
DFA	Diesel Fuel, Grade DF-A, Arctic, FED-VV-F-800B (NATO F-56)
DFB	Diesel Fuel (For AF Missile Sites)
DFM	Diesel Fuel, MIL-F-16884G (NATO F-76)
DFR	Diesel Fuel, Grade DF-R, Referee, Regular/Winter
DFS	Diesel Fuel (MMS), AFPID 9140/1
DFW	Diesel Fuel (With Exceptions to MIL-F-168848G)
DG2	Diesel Fuel, Grade DG-2, Regular, German Spec.
DL1	Diesel Fuel, Grade DL-1, Fuel Oil, Low Sulphur, CONUS, (NATO F-54)
DL2	Diesel Fuel, Grade DL-2, Fuel Oil, Low Sulphur, CONUS, (NATO F-54)
DLA	Diesel Fuel, Grade DL-A, Fuel Oil, Low Sulphur, VV-F-800 NATO F-54
DLS	Diesel Fuel, Grade DL-S, Summer, Low Sulphur, CONUS
DLW	Diesel Fuel, Grade DL-W, Winter, Low Sulphur, CONUS
F57	Gasoline. Automotive, Low Lead, (NATO F-57)
F76	Fuel, Navy Distillate, (NATO F-76)
FS1	Fuel, Oil Burner, FS-1, FED-VV-F-815
FS2	Fuel, Oil Burner, FS-2, FED-VV-F-815
FS4	Fuel, Oil Burner, FS-4, FED-VV-F-815
FS5	Fuel, Oil Burner, FS-5, FED-VV-F-815

CODE	PRODUCT NOMENCLATURE
FS6	Fuel, Oil Burner, FS-6, FED-VV-F-815
FSL	Fuel, Oil Burner, Low Sulfur, MIL-F-859
GUM	Gasohol, Automotive, Middle Grade, Unleaded, PDE ME-102A
GUP	Gasohol, Automotive, Premium Grade, unleaded, PDE ME-102A
GUR	Gasohol, Automotive, Regular Grade, unleaded, PDE ME-102A
GUS	Gasohol, Automotive, Special Grade, unleaded, PDE ME-102A
IA1	Turbine Fuel, Aviation, Grade Jet A1, Into-Plane
IAA	Turbine Fuel, Aviation, Grade Jet A, Into-Plane
IAB	Turbine Fuel, Aviation, Grade Jet B, Into-Plane
IP8	Turbine Fuel, Aviation, Grade Jet JP-8, Into-Plane
JA1	Turbine Fuel, Aviation, Grade A-1, ASTM-D-1655, Type A-1
JAA	Turbine Fuel, Aviation, Grade Jet A, ASTM-D-1655
JAB	Turbine Fuel, Aviation, Grade Jet B, ASTM-D-1655
JP4	Turbine Fuel, Aviation, Grade JP-4, MIL-T-5524
JP5	Turbine Fuel, Aviation, Grade JP-5, MIL-T-5524 (NATO F-44)
JP8	Turbine Fuel, Aviation, Grade JP-8, MIL-T-83133
JPX	Propellant, UNS-Dimethyl-Hydrazine-Jet Fuel MIL-P-26694B (USAF)

CODE	PRODUCT NOMENCLATURE
JR1	Turbine Fuel, Aviation, Referee for JP-4, Grade I, Mil-T-5161
JR2	Turbine Fuel, Aviation, Referee for JP-5, Grade I, Mil-T-5161
JTS	Turbine Fuel, Aviation, JP-TS, MIL-T-25524
KS1	Kerosene, Grade 1-K, FED-VV-K-211 (NATO F-58)
KSD	Kerosene, Deodorized, FED-VV-K-220
KSN	Kerosene, FED-VV-K-211
LOT	Oil
LS1	Fuel Oil, Diesel, Winter, CONUS, (Undyed)
LS2	Fuel Oil, Diesel, Summer, CONUS, (Undyed)
LSS	Fuel Oil, Diesel, Summer, CONUS, (Red Dyed)
LSW	Fuel Oil, Diesel, Winter, CONUS, (Red Dyed)
M-1	Gasoline, Automotive, Leaded, Premium, Italian Spec.
M-3	Gasoline, Automotive, Unleaded Premium, Italian Spec. UNI-CUNA EN228
MG1	Gasoline, Automotive, Combat Type I, 3.17 gms. per gal. max. metallic lead content, MIL-G-3056 (NATO F-46)
MG2	Gasoline, Automotive, Combat Type II, 3.17 gms. per gal. max. metallic lead content, MIL-G-3056 (NATO F-46)
MG3	Automotive Gasoline, Combat type III, 3.17 gms. per gal. max. metallic lead (NATO F-49)

CODE	PRODUCT NOMENCLATURE
MG4	Automotive Gasoline
MG5	Gasoline, Automotive, Grade Class2, Combat, Korean Standard, KSM2612
MG6	Gasoline, Automotive, Grade Class3, Combat, Korean Standard, KSM2612
MG7	Gasoline, Automotive, Grade Class4, Combat, Korean Standard, KSM2612
MGG	Gasoline Automotive, Leaded, Premium, German Spec., DIN 51 600
MGL	Gasoline, Automotive, Leaded, Limited, ASTM 4814
MGO	Marine Gas Oil
MGP	Gasoline, Automotive, Premium, 4.23 gms. per gal. max. lead content, FED-VV-G-76
MGR	Gasoline, Automotive, Regular, 4.24 gms. per gal. max. lead content, FED-VV-G-76
MGX	Gasoline, Automotive, Combat Referee Grade, Grade I, MIL-G-46015A (MR)
MGU	Gasoline, Automotive, Unleaded, .07 gm per gal maximum tetraethyl lead content, FED-VV-109
MLL	Gasoline Automotive, Limited Lead, 1.5 milliliter per gal max. tetraethyl lead allowable, FED-VV-G-1
MLP	Gasoline, Automotive, No/Low Lead, Premium, 50 gms. per gal. max. lead content, FED-VV-G-1590
MLR	Gasoline, Automotive, No/Low Lead, Regular, 50 gms. per gal. max. lead content, FED-VV-G-1590
MUG	Gasoline, Automotive, Unleaded, Premium, DIN 51 607

CODE	PRODUCT NOMENCLATURE
MUM	Gasoline, Automotive, Middle Grade, No Lead, ASTM D 4814
MUP	Gasoline, Automotive, Premium, No Lead, FED-VV-G-1890
MUR	Gasoline, Automotive, Regular, No Lead, FED-VV-G-1690
MUS	Gasoline, Automotive, Special, No Lead, FED-VV-G-1690
NDF	Fuel, Oil Burner, Navy Distillate, MIL-F-24397 (NATO F-85)
NSF	Fuel, Oil Burner, Navy Special, MIL-F-859 (NATO F-77)
SID	Inhibitor, Icing, Fuel System, MIL-I-27686
SIH	Inhibitor, Icing, Fuel System, High Flash, MIL-I-27686E (NATO S-1745)
SII	Inhibiter, Icing, Fuel Systems, MIL-I-27686E
SP4	Turbine, JP4 (Shale)
SP5	Turbine, JP5 (Shale)
SPM	Diesel, DFM (Shale)
SS6	Fuel Oil, FS6 (Shale) (NATO F06)

TABLE A-27

UNIT LINE NUMBER, CARGO INCREMENT NUMBER, AND PERSONNEL INCREMENT NUMBER RESERVED ASSIGNMENTS

1. Purpose. To permit merging of OPLAN databases for possible simultaneous review and implementation, ULNs, CINs, and PINs must be unique.

2. ULN, CIN, and PIN Assignments. To avoid duplication, the following reserved assignments are promulgated:

ORGANIZATION	FIRST POSITION	CIN/PIN RANGE
USEUCOM	A, B, C, D, E	40000-49999
USPACOM	H, J, K, L, M, N	50000-59999
USJFCOM	P, Q, R, S	20000-29999
USCENTCOM	F, T, U, V, W	10000-19999
USSOUTHCOM	X, Y, Z	60000-69999
USTRANSCOM*	G	07000-09999
CINCNORAD	1	
USSPACECOM	2	34000-39999
USSTRATCOM	3	30000-33999
USSOCOM	4	76000-79999
ARMY	5	80000-84999
NAVY	6	85000-89999
MARINE CORPS	7	90000-94999
AIR FORCE	8	95000-99999
COAST GUARD	9	00000-02999
JOINT STAFF	0	03000-06999

* USTRANSCOM -- provided forces that are chop to the supported command(s) in the AOR will be assigned ULNs by the appropriate supported command components.

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TABLE A-29

FORCE CATEGORY, FORCE REQUIREMENT NUMBER, AND PARENT INDICATOR CODE RELATIONSHIPS

1. Purpose. This table identifies the relationships that exist between an FRN and PIC for force categories for each Service.

2. Relationships. Following are examples of the hierarchical relationships of an FRN, Force Category, Type Unit, Movement Type (integral or split shipment), and PIC for each Service.

	FORCE CATEGORY			
FRN	**MARINE CORPS FORCE**	**TYPE UNIT**	**SPLIT**	**PIC**
A1	Grouping 1/	MEF	Yes (Some)	P
A1A	Independent	MEB	No	Blank
A1B C	Independent	MEB Cargo Portion	Yes	Blank
A1B P	Independent	MEB Personnel Portion	Yes	Blank
A1C	Primary Parent 1/	MEB	No	X
A1C1	Subordinate	Brigade Headquarters	No	Blank
A1C2	Secondary Parent 1/	Infantry Battalion	No	X
A1C21	Subordinate	Battalion Headquarters	No	Blank
A1C22	Subordinate	Rifle Company	No	Blank
A1C23	Subordinate	Rifle Company	No	Blank
A1C3	Secondary Parent 1/	Infantry Battalion	No	X
A1C31	Subordinate	Battalion Headquarters	No	Blank
A1C32	Subordinate	Rifle Company	No	Blank

FRN	MARINE CORPS FORCE	TYPE UNIT	SPLIT	PIC
A1C33	Subordinate	Rifle Company	No	Blank
A1C34	Subordinate	Rifle Company	No	Blank
A2B	Primary Parent 1/	Artillery Battalion	No	P
A2B1	Subordinate	Battalion Headquarters	No	Blank
A2B2C	Subordinate	Artillery Btry Cargo Portion	Yes	Blank
A2B2P	Subordinate	Artillery Btry Personnel Portion	Yes	Blank
A2B3C	Subordinate	Artillery Btry Cargo Portion	Yes	Blank
A2B3P	Subordinate	Artillery Btry Personnel Portion	Yes	Blank

FRN	ARMY FORCE	TYPE UNIT	SPLIT	PIC
A3A	Primary Parent 1/	Armored Brigade	Yes (Some)	P
A3A1	Subordinate	Brigade Headquarters	No	Blank
A3A2	Secondary Parent 1/	Armored Battalion	No	X
A3A21	Subordinate	Battalion Headquarters	No	Blank
A3A22	Subordinate	Tank Company	No	Blank
A3A23	Subordinate	Tank Company	No	Blank
A3A3	Subordinate	Armored Battalion	No	Blank
A3A4C	Subordinate	Armored Battalion Cargo Portion	Yes	Blank
A3A4P	Subordinate	Armored Battalion Personnel Portion	Yes	Blank
A3X	Primary Parent 1/	Infantry Brigade	No	X

FRN	ARMY FORCE	TYPE UNIT	SPLIT	PIC
A3X1	Subordinate	Brigade Headquarters	No	Blank
A3X2	Secondary Parent 1/	Infantry Battalion	No	X
A3X21	Subordinate	Battalion Headquarters	No	Blank
A3X22	Subordinate	Infantry Company	No	Blank
A3X23	Subordinate	Infantry Company	No	Blank
A3X3E	Subordinate (Must Not Split)	Infantry Battalion	No	Blank

FRN	NAVY FORCE 2/	TYPE UNIT	SPLIT	PIC
B1	Grouping 1/	Carrier Strike Group	No	X
B1A	Primary Parent 1/	Carrier Element	No	X
B1A1	Subordinate	Aircraft Carrier (CV)	No	Blank
B1A2	Subordinate	Supplemental Radio Detachment	No	Blank
B1A3	Subordinate	Special Technical Personnel DET	No	Blank
B1AA	Secondary Parent 1/	Carrier Air Wing (CVW)	No	X
B1AAA	Subordinate	Fighter Squadron (F-14)	No	Blank
B1AAB	Subordinate	Fighter Squadron (F-14)	No	Blank
B1AAD	Subordinate	Attack Squadron (F/A-18)	No	Blank
B1AAF	Subordinate	Attack Squadron (F/A-18)	No	Blank
B1AAG	Subordinate	Attack Squadron (A-6)	No	Blank
B1AAH	Subordinate	Attack Squadron (A-6)	No	Blank
B1AAJ	Subordinate	Airborne Early Warning Squadron (E-2)	No	Blank

FRN	NAVY FORCE	TYPE UNIT	SPLIT	PIC
B1AAK	Subordinate	Helo Composite Squadron (SH-3)	No	Blank
B1AAL	Subordinate	ECM Squadron (EA-6B)	No	Blank
B1B	Primary Parent 1/	Screen	No	X
B1BA	Secondary Parent 1/	Screen Flagship Element	No	X
B1BAA	Subordinate	Guided Missile Cruiser (CG)	No	Blank
B1BAB	Subordinate	NAVSECGRUDET (DSE)	No	Blank
B1BB	Subordinate	Destroyer Guided (DDG)	No	Blank
B1BC	Subordinate	Destroyer (DD)	No	Blank
B1BD	Subordinate	Destroyer (DD)	No	Blank

FRN	AIR FORCE	TYPE UNIT	SPLIT	PIC
C1A	Parent 1/	F-16 Fighter Squadron	No	X
C1A1	Subordinate	F-16 Fighter Squadron	No	Blank
C1A2	Subordinate	Field Maintenance Element (F-16)	No	Blank
C1A3	Subordinate	Munitions Maintenance Element (F-16)	No	Blank
C1A4	Subordinate	Tank Buildup Team (F-16)	No	Blank
C1B	Independent	Control and Reporting Center	No	Blank
C1C	Parent 1/	Combat Support Group	No	X
C1C1	Subordinate	Prime Beef Team	No	Blank
C1C2	Subordinate	Food Services	No	Blank
C1C3	Subordinate	PERSCO Team	No	Blank

1/ A grouping or parent is entered in the JOPES database only for purposes of displaying a hierarchical relationship. Movement data and routing data will be associated only with independents and subordinates.

2/ This example shows a carrier with strike group subordinate elements. In this case, the grouping "Carrier Strike Group" is a generic designation. The primary parents are B1A, the carrier element, and B1B, the screen. Force requirement data, as described above, would be prepared when the elements of the carrier strike group must be brought together from various locations either before the deployment begins or at some intermediate location prior to arrival of the carrier in the objective area.

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TABLE A-30

TRANSPORTATION COMPONENT COMMAND NAMING CONVENTIONS

1. Purpose. Defines the methods used by the transportation component commands (TCC) in naming carriers.

2. Naming Convention Descriptions. The descriptions used in accordance with US Transportation Command are as follows:

a. AMC. Mission numbers are 12 alphanumeric characters in length. AMC mission numbers are normally broken into five parts. The first three characters comprise the prefix; the fourth character comprises the user Service/organization; the fifth through seventh characters comprise the basic mission number; the eighth and ninth characters comprise the suffix; and the tenth through twelfth characters comprise the Julian day of the mission origination or specific mission segment.

POS 1-3	Prefix (as outlined in the AMC Mission Encode/Decode Bulletin)
POS 4	User (as outlined in the AMC Mission Encode/Decode Bulletin)
POS 5-7	Basic Mission Number
POS 8-9	Mission Number Suffix
POS 10-12	Julian Day

b. MSC. Mission Numbers are seven alphanumeric characters in length. MSC mission numbers are normally broken into four parts. The first character comprises the mode; the second character comprises the type of carrier; the third character comprises the loading area; and the fourth through seventh characters comprise the balance of the voyage document number.

POS 1	S indicates sea common user
POS 2	B indicates breakbulk C indicates combination E indicates seatrain L indicates barge (LASH/Seabee) N indicates non-self-sustaining container P indicates troopship R indicates roll-on/roll-off

S indicates self-sustaining container
T indicates tanker

POS 3 Area of Initial Vessel Loading Code IAW DTR (DOD 4500.9R)

POS 4-7 Voyage Number IAW DTR (DOD 4500.9R)

Example: SBE0001; Movement by common user by sea for breakbulk cargo loaded in the eastern area with sequence number 0001.

c. MTMC. Mission numbers are created for both sea- and land-carrier missions.

(1) MTMC sea carriers are seven alphanumeric characters in length. MTMC mission numbers are normally broken into four parts. The first character comprises the mode, the second character comprises the type of carrier, the third character comprises the loading area, and the fourth through seventh characters comprise the balance of the voyage document number.

POS 1 S indicates sea common user

POS 2 B indicates breakbulk
C indicates combination
E indicates seatrain
F indicates Fast Sealift Ship
L indicates barge (LASH/Seabee)
N indicates non-self-sustaining container
P indicates troopship
R indicates roll-on/roll-off
S indicates self-sustaining container
T indicates tanker

POS 3 Area of Initial Vessel Loading Code IAW DTR (DOD 4500.9R)

POS 4-7 Voyage Number IAW DTR (DOD 4500.9R)

(2) MTMC land carrier mission numbers are seven alphanumeric characters in length. MTMC land-carrier missions are normally broken into four parts. The first character comprises the mode, the second character comprises the type of carrier, the third character comprises the loading area, and the fourth through seventh characters comprise the carrier number.

POS 1	H indicates highway R indicates rail
POS 2	B indicates bus T indicates truck C indicates railcar
POS 3	Area of initial loading code
POS 4-7	Carrier Number

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TABLE A-31

GLOBAL STATUS OF RESOURCES AND TRAINING SYSTEMS
DATA ELEMENT EXTRACT

1. Purpose. GSORTS is the single automated report within the Department of Defense used to provide the NCA and the Chairman of the Joint Chiefs of Staff with authoritative identification, location, and resource information on units and organizations of the US Armed Forces. It provides reporting location, assignment, personnel, and equipment data on registered organizations and reporting of selected data on registered organizations of foreign nations committed to or coordinated with an operation involving both US and foreign forces.

2. Data Currency. GSORTS information is provided to the JOPES database in accordance with requirements established in CJCSM 3150.02 (units report by exception within 24 hours of a change or as directed by the Chairman of the Joint Chiefs of Staff).

3. When a SORTS registered UIC is entered in the JOPES UIC data element, the unit name is extracted from GSORTS ANAME data element. The GSORTS PRGEO data element is used to update the JOPES origin GEOLOC data element for all Services, active duty unit locations, and the data element. ACGEO is used to update Army Reserve/Guard JOPES origin GEOLOC.

4. Data Element Extract. The joint GSORTS data elements extracted for the JOPES database are as follows:

DATA LABEL	SIZE	TYPE
ACGEO (Extended Active Duty GEOLOC)	4	AN
ANAME (Abbreviated Organization Name)	30	AN
ASGD (Assigned Strength)	5	N
AUTH (Authorized Strength)	5	N
EMBRK (Ship In Which Organization Embarked)	6	AN
ERRAT (Measured Resource Area Level for Equipment Condition)	1	N
ERRES (Primary Reason Measured Resource Area Level for Equipment Condition Not C-1)	3	AN

DATA LABEL	SIZE	TYPE
ESRAT (Measured Resource Area Level for Equipment and Supplies On Hand)	1	N
ESRES (Primary Reason Measured Resource Area Level for Equipment and Supplies On Hand Not C-1)	3	AN
HOGEO (Home Location Code)	4	AN
MJCOM (Major Command Code)	6	AN
NTASK (Navy Task Organization Number)	13	AN
OPCON (Organization Exercising Operational Command and Control)	6	AN
PRGEO (Present Location Code)	4	N
PRRAT (Measured Resource Area Level for Personnel)	1	A
PRRES (Primary Reason Measured Resource Area Level for Personnel Not C-1)	3	AN
READY (Current Overall Category Level)	1	N
REASN (Overall Reason Organization Not C-1)	1	A
TPSN (Troop Program Sequence Number)	7	AN
TRRAT (Measured Resource Area Level for Training)	1	N
TRRES (Primary Reason Measured Resource Area Level for Training Not C-1)	3	AN
UDC (Unit Descriptor Code)	1	AN
UIC (Unit Identification Code)	6	AN
ULC (Unit Level Code)	3	A
UTC (Unit Type Code)	5	AN

TABLE A-32

CROSS REFERENCE INDEX OF DATA ELEMENTS

1. Purpose. The following index provides a quick reference for the JOPESREP data elements.

2. Index. The index is formatted alphabetically by long data element name and provides the data element Reference Number (REF #1) and page number in the appendixes.

TABLE A-33

PROJECT CODE

1. Purpose. Project code has been adopted as a facilitator to the validation process. CJCSM 3122.02B designates the following mandatory use of project code for TPFDD validation:

CODE	MEANING
S	Requirement verified by supporting commander for transportation scheduling. The supporting commander has verified the unit has been notified and is ready to move, and the data in the ULN is correct.
SC	Final verification by supported commander Service Component prior to supported commander validation. The Service Component has verified the requirement meets the tasked mission.

2. The observed optional uses of project code during TPFDD validation and transportation scheduling process are as follows:

CODE	MEANING
A	Verified by USJFCOM Service Components for USJFCOM verification
VAL	Validated by the supported commander
CTP	ULN authorized and allocated funding under the Commercial Ticket Program (CTP)
DEP	ULN Closed on POD
ENT	En route to the POD

(INTENTIONALLY BLANK)

TABLE A-34

SCHEDULE STATUS FLAG AND PROBLEM INDICATOR FLAG

Values for the Schedule Status Flag (SSF)

V	ULN validated by the supported commander
T	ULN pulled by USTRANSCOM (only for AIR/AMC)
A	ULN allocated a carrier
M	ULN manifested (only) aboard a carrier
B	ULN both allocated and manifested to a carrier
Z	ULN was manifested, but quantities (PAX and cargo) fields may now be changed
OTHER	Treated as a space

Values for the Problem Indicator

E	ULN failed the transportation pre-edit
P	Problem detected by AMC
X	Problem detected by USTRANSCOM
N	ULN was manifested without prior allocation or allocated without prior validation
OTHER	Treated as a space

(INTENTIONALLY BLANK)

APPENDIX A TO ENCLOSURE

PLAN INFORMATION RECORDS

1. Introduction. The Plan Information (PI) Records provide descriptive information that must be entered in the JOPES database for COA, OPLAN, or OPORD development. This appendix indicates the reporting requirements of the unified command designated the supported command for reporting of plan information to the JOPES database. Either loading an OPLAN from a TPFDD file or tape or making online entries of narrative information establishes plan information data.

2. Data Element Descriptions. Following is a list of the plan information data elements used in the JOPES database. Where there is a discrete set of values for the data element, a list of allowed values or a reference to the appropriate table of values is provided in the EDIT portion of the data element description. Although entry of narrative plan information is highly desirable, only OPLAN Number (Plan ID, PID), OPLAN Identification (short title), Database Type (real world or exercise), classification, access type, and distribution are required for plan initiation in the JOPES database.

REF #	DATA ELEMENT NAME	SIZE	TYPE
PI01	Plan Access Type	1	A

COMMENTS: This element indicates the type of access for the OPLAN or OPORD.

EDIT: Required data. Allowed values: N for normal access or L for limited access. L can be changed to N; however, N cannot be changed to L.

PI02	Concept of Operations Comments	1092	AN

COMMENTS: This field is used to provide detailed information about the plan such as mission, major forces, objective area, key assumptions, narrative on objectives, etc.

EDIT: Required data. Must be alphanumeric.

REF #	DATA ELEMENT NAME	SIZE	TYPE
PI03	OPLAN Classification	19	AN

COMMENTS: Security classification for the data included in the OPLAN.

EDIT: Required data. Allowed values: U = Unclassified, C = Confidential, and S = Secret. T = TOP SECRET allowed in GCCS-T.

PI04	OPLAN Number	5	AN

COMMENTS: The identification number of the subject OPLAN.

EDIT: Required data. Must be alphanumeric. See Table A-1, Plan Identification Number, and Table A-2, Document Identification Number, for OPLAN numbering information.

PI05	OPLAN Identification	36	AN

COMMENTS: Identifies the short title of the OPLAN containing the supported commander identification and the identification number.

EDIT: Required data. Example: CINCUSJFCOM 2XXXX. Must be alphanumeric. See Table A-1 for OPLAN or OPORD numbering information.

PI06	OPLAN Database Type	1	A

COMMENTS: Identifies the database relationship of an OPLAN.

EDIT: Required data. Allowed values: "E" for exercise or “R” for real world.

REF #	DATA ELEMENT NAME	SIZE	TYPE
PI07	Supporting CINCs	10	AN

COMMENTS: Identifies the unified and specified commands that will support the supported CINC.

EDIT: Up to 10 commands can be identified. Must be alphanumeric. See Table A-4 for allowed values.

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APPENDIX B TO ENCLOSURE

FORCE RECORDS

1. Introduction. The Force Record data elements described in this appendix identify the requirements for reporting OPLAN force requirement information for the JOPES database.

2. Types of TPFDD Force Requirements Data. The following types of force data are reported:

a. Force Requirements Identification Data. These data elements provide a unique identification for each force requirement.

b. Force Unit Identification Data. These data elements identify the actual unit that satisfies the force requirement for an OPLAN or OPORD.

c. Force Movement Characteristics Data. These data elements identify the number of personnel and amount of unit equipment (cargo) that satisfies a force requirement.

d. Force Requirement Routing Data. These data elements identify the force routing data for each force requirement in any force category (independent or subordinate, including split shipments).

e. Nonstandard Force Cargo Requirements Data. These data elements identify cargo category movement characteristics that differ from those contained in the TUCHA file.

f. Nonstandard Force Cargo Detail Data. These data elements identify reportable cargo detail items for a reported nonstandard cargo category code.

3. Data Element Descriptions. Following is a list of force data elements used to develop an OPLAN. The data elements are arranged in the functional categories listed in paragraph 2 above.

a. Force Requirement Identification Data

REF #	DATA ELEMENT NAME	SIZE	TYPE
F01	FRN	5	AN

COMMENTS: Provides identification of a force required for a given plan or document. Detailed instructions are provided in Tables A-3, Unit Line Characteristics, and A-27.

EDIT: Required data. Must be in accordance with Table A-3.

FATAL: Required entry for TPFDD validation.

F02	Fragmentation Code	1	A

COMMENTS: Designates a fragmentation or increment of the required force. Fragmentation of force unit identification data into a number of iterations is required where, for example, the units assemble from different sources or locations to make up the required force or are transported by different modes or sources of transportation, or require deployment in time-phased increments. No entry is made when the designated unit satisfies the total force requirement and the unit deploys in a single increment.

EDIT: Must be in accordance with Table A-3 or blank.

F03	Insert Code	1	AN

COMMENTS: Designates a fragmentation or increment. Used to retain original fragmentation of forces when a planned movement requirement requires additional subdivision. Leave blank when Fragmentation Code is blank.

EDIT: Must be in accordance with Table A-3.

REF #	DATA ELEMENT NAME	SIZE	TYPE
F04	Providing Organization Code	1	AN

COMMENTS: Identifies the organization designated by appropriate allocation documents that will provide the unit for the force requirement being reported.

EDIT: Required data. See Table A-4 for allowed values.

F05	Service	1	AN

COMMENTS: This code indicates the Service identified to provide the UIC for the force requirement.

EDIT: Required data. See Table A-5, Service or Using Organizations Codes, for allowed values.

F06	Unit Type Code	5	AN

COMMENTS: This code identifies the generic type of unit required for the specific force being reported.

EDIT: Required data. Must not contain the letters I or O. In addition, must be one of the UTCs contained in the TUCHA file, one with the last four characters equal to 99BB, or one with the last three characters equal to Z99 and a Service Code of F (Air Force). See Table A-6, Unit Type Codes, for additional information.

FATAL: Required entry for TPFDD validation.

F07	Unit Level Code	3	A

COMMENTS: Identifies the alphabetic code associated with each organization that describes the level of the force identified in the record.

EDIT: System generated from TUCHA when standard UTC entered in F007. See Table A-7, Unit Level Codes, for allowed values.

REF #	DATA ELEMENT NAME	SIZE	TYPE
F08	Force Description	31	AN

COMMENTS: Contains a free-form description of the identified force requirement unit type and level.

EDIT: Required data. System generated from TUCHA when standard UTC is entered. Must be alphanumeric and not left blank.

F09	Service Reserved	5	AN

COMMENTS: The Service headquarters will provide Instructions for use of this field. Note: Army component commanders will enter the first five characters of the Troop Program Sequence Number (TPSN), per AR 18-19, for all Army units. Air Force units will enter codes IAW AFMAN 10-401, Operation Plan and Concept Plan Development and Implementation. For Navy Reserve units, field contains a valid active duty Unit Identification Code (AUIC).

EDIT: Optional data. No edit check.

F10	Force Indicator Code	1	N

COMMENTS: System generated. The FIC distinguishes between a standard and nonstandard force requirement.

EDIT: Required data. See Table A-8, Force Indicator Codes, for allowed codes and data elements.

F11	Parent Indicator Code	1	A

COMMENTS: Distinguishes an independent or subordinate force requirement from a parent force requirement. Note: A blank PIC indicates an independent or subordinate and an X denotes a secondary parent. A primary parent PIC may be A, P, or X. For subordinates, the value X indicates that all will move in a non-split-shipment mode, the value A indicates all will move via the split-shipment mode, and the value P means some will move via the split-shipment mode.

EDIT: Required data. Enter Blank, X, A, or P. See Table A-29 for examples.

b. Force Unit Identification

(1) One or more iterations of the FUI data will be prepared in response to force requirement and routing data for an independent or subordinate force category. The activity or appropriate subordinate agency that is indicated as the providing organization will submit these data.

(2) If the providing organization determines that more than one iteration of unit identification data is required, a separate iteration will be prepared for each entity. When more than one iteration of FUI data is submitted for a single occurrence of force requirement and routing data, the FRN will be the same, and the unique FRAG and INSERT entries will be made for each iteration. The FRAG and INSERT entry must not be duplicated in FUI data relating to the same FRN.

(3) If a unit that must move in a split-shipment mode is subdivided for assembly, scheduling, or operation reasons, FUI data will be prepared for each increment.

(4) If one iteration of FUI data is submitted for each force requirement and routing entry, the FRN will be the same and both the FRAG and INSERT entries will be blank.

(5) FUI data will be provided during OPLAN development to:

(a) Allow for gross transportation feasibility testing including identification of origin and expected available-to-load date.

(b) Identify UICs, unit names, origins, and ready-to-load dates for use during TPFDD refinement.

REF #	DATA ELEMENT NAME	SIZE	TYPE
F12	Unit Identification Code	6	AN

COMMENTS: The UIC identifies the actual unit registered in CJCSM 3150.02, "Global Status of Resources and Training System (SORTS)," to fill the force requirement. Note: When actual units are not available and notional units are designated, leave field blank. USN Reserve units are identified by a valid Reserve UIC (RUIC).
EDIT: Required data. Must be a UIC registered in GSORTS (Army only), or blank. See Table A-15, Unit Identification Codes First-Character Codes, for identification of the first position of the UIC.

FATAL: Required entry for TPFDD validation for TCC-provided lift.

F13	Unit Name	30	AN

COMMENTS: The specific unit name for the UIC assigned to fill the force requirement. Note: Actual Army units will be identified as follows: unit number (4 characters), branch (2 characters), combat arms regimental system code (2 characters), short name unit description (11 characters), Army Component code (1 character), and Army standard requirements code (10 characters).

EDIT: Required data if UIC is reported, or blank. JOPES acquires the unit name from the GSORTS listing for a registered UIC. See Table A-31, Global System of Resources and Training Systems Data Element Extract, for additional GSORTS information.

F14	Project Code	3	AN

COMMENTS: A three-digit CJCS Project Code provides precedence for supply requisitions and facilities cost capturing and reporting. Project Code is also used in the TPFDD Validation Process. See Table A-33, Project Code, for TPFDD validation project code entries.

EDIT: Field may be blank if not required for special projects.

c. Force Movement Characteristics Data

(1) Force Movement Characteristics (FMC) data will be prepared for all nonstandard independent and subordinate force requirements.

(2) When a nonstandard independent or subordinate force requirement will move by split shipment, two iterations of FMC data will be prepared.

(3) FMC data will be prepared to change the personnel or cargo data for a standard independent or subordinate force requirement.

(4) In all cases where FMC data are prepared prior to FUI data, the FRAG and INSERT entries must be blank. When FMC data are prepared simultaneously with or after FUI data, the FMC data FRAG and INSERT values will be the same as those of the related FUI data.

(5) FMC data are not prepared for self-deploying USN or USCG ships.

REF #	DATA ELEMENT NAME	SIZE	TYPE
F15	Authorized Personnel	5	N

COMMENTS: Identifies the personnel strength that satisfies the specific force requirements after arrival in the objective area. Note: For standard force requirements, strength is defined by UTC. For nonstandard force requirements, personnel strength is either established for a nonstandard UTC or tailored to modify a standard UTC for use in an identified OPLAN. See Table A-6, Unit Type Codes, and Table A-8, Force Indicator Codes. Personnel strength includes all passengers (PAX) transported to the objective area by all modes and sources of transportation. See Table A-9, Transportation Mode and Source Codes.

EDIT: Required data. Must be numeric and equal to or greater than the number of personnel requiring transportation.

F16	Personnel Requiring Transportation	5	N

COMMENTS: Indicates the number of personnel, in a force requirement, that require non-organic transportation.

EDIT: Required data. For nonstandard UTCs with a FIC of 1 or 8, user must enter a numeric value for PAX. System generated from the TUCHA file, for UTCs having a FIC of 0 or 2, and for a UIC with a FIC of 9. See Table A-8 for FIC explanation. Value must be 0 for parent units and in-place units. Value must also be less than or equal to Authorized Personnel.

FATAL: Must be greater than zero for ULNs with total STONs = zero.

REF #	DATA ELEMENT NAME	SIZE	TYPE
F17	Bulk Cargo in STONs	7	N

COMMENTS: System-generated or operator input for nonstandard or tailored UTCs. Indicates the total STONs of bulk cargo associated with the force.

EDIT: Required data. Must be numeric. Value is expressed in a whole number and tenths (example: 0000123 = 12.3 STONs). Value must be 0 for parent units and the personnel portion of a split shipment.

FATAL: Must be greater than zero for ULNs with PAX, oversize, outsize, and non-air-transportable (NAT) STONs = 0.

F18	Bulk Cargo in Measurement Tons	7	N

COMMENTS: System-generated or operator input for nonstandard or tailored UTCs. Indicates the total measurement tons (MTONs) of bulk cargo associated with the force.

EDIT: Required data. Value is expressed in a whole number (example: 0000012 = 12 MTONs). Value must be 0 for parent units and the personnel portion of a split shipment.

FATAL: Must be greater than zero for ULNs with PAX, oversize, outsize, and NAT MTONs = 0.

F19	Oversized Cargo in STONs	7	N

COMMENTS: System-generated or operator input for nonstandard or tailored UTCs. Indicates the total STONs of oversized cargo associated with the force.

EDIT: Required data. Value is expressed in a whole number and tenths (example: 0000123 = 12.3 STONs). Value must be 0 for parent units and the personnel portion of a split shipment.

FATAL: Must be greater than zero for ULNs with PAX, bulk, outsize, and NAT STONs = 0.

REF #	DATA ELEMENT NAME	SIZE	TYPE
F20	Oversized Cargo in Measurement Tons	7	N

COMMENTS: System-generated or operator input for nonstandard or tailored UTCs. Indicates the total MTONs of oversized cargo associated with the force.

EDIT: Required data. Value is expressed in a whole number (example: 0000012 = 12 MTONs). Value must be 0 for parent units and the personnel portion of a split shipment.

FATAL: Must be greater than zero for ULNs with PAX, bulk, outsize, and NAT MTONs = 0.

F21	Outsized Cargo in STONs	7	N

COMMENTS: System-generated or operator input for nonstandard or tailored UTCs. Indicates the total STONs of outsized cargo associated with the force.

EDIT: Required data. Value is expressed in a whole number and tenths (example: 0000123 = 12.3 STONs). Value must be 0 for parent units and the personnel portion of a split shipment.

FATAL: Must be greater than zero for ULNs with PAX, bulk, oversize and NAT STONs = 0.

F22	Outsized Cargo in MTONs	7	N

COMMENTS: System-generated or operator input for nonstandard or tailored UTCs. Indicates the total MTONs of outsized cargo associated with the force.

EDIT: Required data. Value is expressed in a whole number (example: 0000012 = 12 MTONs). Value must be 0 for parent units and the personnel portion of a split shipment.

FATAL: Must be greater than zero for ULNs with PAX, bulk, oversize, and NAT MTONs = 0.

REF #	DATA ELEMENT NAME	SIZE	TYPE
F23	Non-Air-Transportable Cargo in STONs	7	N

COMMENTS: System-generated or operator input for nonstandard or tailored UTCs. Indicates the total STONs of NAT cargo associated with the force.

EDIT: Required data. Value is expressed in a whole number and tenths (example: 0000123 = 12.3 STONs). Value must be 0 for parent units and the personnel portion of a split shipment.

FATAL: Must be greater than zero for ULNs with PAX, bulk, oversize and outsize STONs = 0. Must be zero for air movement.

F24	Non-Air-Transportable Cargo in MTONs	7	N

COMMENTS: System-generated or operator input for nonstandard or tailored UTCs. Indicates the total MTONs of non-air-transportable cargo associated with the force.

EDIT: Required data. Value is expressed in a whole number (example: 0000012 = 12 MTONs). Value must be 0 for parent units and the personnel portion of a split shipment.

FATAL: Must be greater than zero for ULNs with PAX, bulk, oversize and outsize MTONs = 0. Must be zero for air movement.

F25	Cargo Bulk POL	7	N

COMMENTS: System-generated or operator input for nonstandard or tailored UTCs. Indicates the amount of bulk POL, in thousands of barrels (MBBLS), that is associated with the unit.

EDIT: Required data. Value is expressed in a whole number and tenths (example: 000056 = 5.6 MBBLS). Value must be 0 for parent units and the personnel portion of a split shipment.

REF #	DATA ELEMENT NAME	SIZE	TYPE
F26	Number of Cargo Categories	2	N

COMMENTS: System-generated. Contains the actual number of cargo categories associated with the identified unit.

EDIT: Required data. Value must be 0 for parent units and the personnel portion of a split shipment.

F27	Number of Reported Cargo Categories	2	N

COMMENTS: System-generated. Contains the count of cargo categories as defined by the originator of the cargo data for the unit.

EDIT: Required data. Value must be 0 for parent units and the personnel portion of a split shipment.

F28	Type Unit Characteristics Status Indicator	1	AN

COMMENTS: Indicates the identified force record contains user-provided data vice TUCHA file data.

EDIT: No entry required. A value of X indicates the Force Description is non-TUCHA standard and will not be updated from TUCHA

F29	Origin Geographic Location Code	4	AN

COMMENTS: Identifies the specific GEOLOC Code (from the GEOFILE) for the originating point of the unit. For notional units, the most likely station where the unit will become available is used.

EDIT: Required data. See Table A-12, Geographic Location Codes, for explanation and references to the Standard Specified Geographic Location File (GEOFILE). If the user enters a UIC registered in GSORTS, this entry is not required unless the point of origin is different from the “home location” of the unit.

FATAL: Valid GEOLOC required for TPFDD validation.

REF #	DATA ELEMENT NAME	SIZE	TYPE
F30	Origin Country/State Code	2	AN

COMMENTS: System-generated (from GEOFILE). Identifies the country or state of origin, associated with the Origin GEOLOC, for a given requirement.

EDIT: None.

F31	Unit Ready to Load Date	4	AN

COMMENTS: Identifies the day, relative to C-day, the unit is ready to initiate loading at the origin. Note: This is synonymous with the availability date for the unit indicated in either the JSCP or the various Service supplemental planning documents.

EDIT: Required when UIC is designated. Must be blank for a parent or in-place unit. When used, must be less than or equal to ALD, EAD, LAD, or RDD. See Table A-14, Date Format, for additional information.

FATAL: Required entry for TPFDD validation for ULNs requiring TCC-provided lift. Must be less than or equal to ALD, EAD, LAD, or RDD for ULNs requiring TCC-provided lift.

F32	Port of Embarkation Geographic Location Code	4	AN

COMMENTS: Identifies a valid GEOLOC from the GEOFILE for the POE of the force being reported. Note: POE for tactical ships not involved in transport will be home port.

EDIT: Required when UIC is designated; however, it should be entered in parent records for sorting purposes. See Table A-12 for explanation and references to the GEOFILE.

FATAL: Valid GEOLOC required for TPFDD validation. Must have installation type consistent with transportation mode to POD or ILOC (e.g., airfield for air mode) for ULNs requiring TCC-provided lift.

REF #	DATA ELEMENT NAME	SIZE	TYPE
F33	Port of Embarkation Country/State Code	2	AN

COMMENTS: System generated (from GEOFILE). This code identifies the country or state in which the POE is located (associated with the POE GEOLOC).

EDIT: None.

F34	Port of Embarkation Available to Load Date	4	AN

COMMENTS: The ALD specifies a day relative to C-day when equipment and personnel will be ready to outload at the POE. Note: The date is based on movement considerations such as RLD, mode of transportation, EAD, and LAD.

EDIT: Must be blank for a parent unit, in-place unit, or a unit on call to the POD where there are no intermediate locations between POE and POD. ALD is required when UIC is designated. Must be less than EAD, LAD, and RDD. See Table A-14 for additional information.

FATAL: Must be greater than or equal to RLD, less than or equal to EAD, LAD, and RDD for ULNs requiring TCC-provided lift.

F35	Port of Embarkation Preferred Mode	1	A

COMMENTS: Identifies the preferred mode of transportation of an identified unit to the POE.

EDIT: No entry required for in-place or parent units. See Table A-9 for allowed values.

FATAL: Required entry for TPFDD validation.

REF #	DATA ELEMENT NAME	SIZE	TYPE
F36	Port of Embarkation Preferred Source	1	A

COMMENTS: Identifies the preferred source of transportation for movement of a unit to the POE.

EDIT: No entry required for in-place or parent units. See Table A-9 for allowed values.

FATAL: Required entry for TPFDD validation.

d. Force Requirement and Routing

(1) Force requirement data will be prepared for each force requirement in any force category that must be identified in the OPLAN.

(2) Force routing data will be prepared for each independent and subordinate force category as described below:

(a) One iteration of force routing data will be prepared for each of the following force categories:

1. An independent or subordinate force requirement under a primary or secondary parent moving in the nonsplit mode.

2. An independent or subordinate force requirement that is expected to be in place at its OPLAN destination. In-place force requirements are those now at the OPLAN destination and expected to remain there, or those whose movement to destination is to be made outside the OPLAN movement planning. Routing data for in-place forces consists only of the designation of the origin and destination GEOLOC and a destination preferred mode of "Z." Consideration should be given to using nondeployable UTCs if they will provide at least more accurate in-place force data.

(b) Separate force routing data (one for the personnel portion and one for the cargo portion) will be prepared for each independent or subordinate force requirement requiring split-shipment movement.

REF #	DATA ELEMENT NAME	SIZE	TYPE
F37	Intermediate Location Geographic Location Code	4	AN

COMMENTS: The valid GEOLOC from the GEOFILE of the intermediate location for the force being reported.

EDIT: Must be blank for a parent or in-place unit. When used, must be a valid GEOLOC. See Table A-12 for additional information.

F38	Intermediate Location Country/State Code	2	AN

COMMENTS: System generated. This code identifies the country or state (associated with the intermediate GEOLOC) in which the intermediate location for the deployed force is located.

EDIT: None.

F39	Intermediate Location Preferred Mode	1	A

COMMENTS: Identifies the preferred mode of transportation for a force movement to the intermediate location.

EDIT: Must be entered if INT LOC GEO is reported; otherwise, must be blank. See Table A-9 for allowed values.

F40	Intermediate Location Preferred Source	1	A

COMMENTS: Identifies the preferred source of transportation for a force movement to the intermediate location.

EDIT: Must be entered if INT LOC GEO is reported; otherwise, must be blank. See Table A-9 for allowed values.

REF #	DATA ELEMENT NAME	SIZE	TYPE
F41	Days Delay at Intermediate Location	3	N

COMMENTS: Indicates the number of days delayed at the intermediate location.

EDIT: Required data. Must be entered if a delay is encountered and INT LOC GEO is reported. If used, must be numeric.

F42	Type of Delay at the Intermediate Location	1	A

COMMENTS: Defines whether the delay includes only a portion of or all of the force.

EDIT: Required data if INT LOC GEO is reported. Allowed values: F = fraction of the force, T = total force. Must be blank when days delay is 000.

F43	Location of Intermediate Stop	1	A

COMMENTS: Indicates between which two itinerary points the intermediate location occurs. Note: Options are after POD, between POE and POD or before POE. This data element is triggered by a toggle button by which the user can select the appropriate location.

EDIT: Must be entered if INT LOC GEO is reported. See Table A-13, Location of Intermediate Stop Codes, for allowed values.

F44	Intermediate Location Load Configuration	1	A

COMMENTS: Describes the type of loading for delivery of the force to the intermediate location.

EDIT: Must be entered in INT LOC GEO reported; otherwise, must be blank. See Table A-10, Load Configuration Codes, for allowed values.

REF #	DATA ELEMENT NAME	SIZE	TYPE
F45	Intermediate Location Discharge Constraints	2	A

COMMENTS: This code identifies discharge limitations or restrictions at the intermediate location. Note: Limited to space for two restrictions at the intermediate location. If additional constraints are required, they should be described in the Remarks record.

EDIT: Must be entered if INT LOC GEO is reported; otherwise, must be blank. See Table A-11, Discharge Constraint Codes, for allowed values.

F46	Port of Debarkation Geographic Location Code	4	AN

COMMENTS: Identifies a valid GEOLOC from the GEOFILE for the port of debarkation for the force being reported. Note: If POD is unknown, but the country is known, use GEOLOC that means Unknown Location in the country name. If country code is also unknown, use GEOLOC that means Unknown Foreign Location.

EDIT: Must be a valid GEOLOC that is not the same as the POE GEOLOC. See Table A-12 for explanation and references to the GEOFILE.

FATAL: Valid GEOLOC required for TPFDD validation. Installation type must be consistent with movement from POE or ILOC (e.g., airfield for air movement) for ULNs requiring TCC-provided lift.

F47	Port of Debarkation Country/State Code	2	AN

COMMENTS: System generated (from GEOFILE). This code identifies the country or state (associated with the POD GEOLOC) in which the POD is located.

EDIT: None.

REF #	DATA ELEMENT NAME	SIZE	TYPE
F48	Port of Debarkation Earliest Arrival Day	4	AN

COMMENTS: A day relative to C-day that is specified as the earliest date when a unit, resupply shipment, or replacement personnel can be accepted at the Port of Debarkation during deployment.

EDIT: Must be blank for a parent unit, a unit on call to the POD, or an in-place unit. Must be equal to or earlier than the POD latest arrival date (LAD) and equal to or later than the POE ALD. See Table A-14 for additional information.

FATAL: Required entry for TPFDD validation. Must be greater than or equal to RLD and ALD and less than or equal to LAD and RDD.

F49	Port of Debarkation Latest Arrival Day	4	AN

COMMENTS: A day relative to C-day that is specified as the latest date when a unit, resupply shipment, or replacement personnel can arrive at the Port of Debarkation in order to close at the Destination by the RDD.

EDIT: Must be blank for in-place or parent units. Must be equal to or earlier than the destination Required Delivery Date (RDD) and equal to or later than the POD EAD. See Table A-14 for additional information. Value of C999 indicates a unit is on call to the POD.

FATAL: Required entry for TPFDD validation. Must be greater than or equal to RLD, ALD, and EAD, and less than or equal to RDD.

F50	Port of Debarkation Preferred Mode	1	A

COMMENTS: Identifies the preferred mode of transportation for a force movement to the POD.

EDIT: Must be blank for a parent unit or in-place unit. See Table A-9 for allowed values.

FATAL: Required entry for TPFDD validation.

REF #	DATA ELEMENT NAME	SIZE	TYPE
F51	Port of Debarkation Preferred Source	1	A

COMMENTS: Identifies the preferred source of transportation for a force movement to the POD.

EDIT: Must be blank for a parent unit or in-place unit. See Table A-9 for allowed values.

FATAL: required entry for TPFDD validation.

F52	Port of Debarkation Load Configuration	1	A

COMMENTS: Describes the type of loading for delivery of the force to the POD or ocean area.

EDIT: Must be blank for a parent unit or in-place unit. See Table A-10 for allowed values.

F53	Port of Debarkation Discharge Constraints	2	A

COMMENTS: This code identifies discharge limitations or restrictions at the POD. Note: Limited to space for two restrictions at the POD. If additional constraints are required, they should be described in the Remarks record.

EDIT: Must be blank for a parent unit or in-place unit. See Table A-11 for allowed values.

F54	Port of Debarkation Priority for Arrival	3	N

COMMENTS: Indicates the desired sequence of arrival at the POD. Note: Value is a three-digit number (001-999) or blank. A given number may only be used once on a given LAD regardless of the number of PODs.

EDIT: Must be blank for a parent or in-place unit. Required data unless the unit is on call to the POD or the POD is an ocean area. Optional data when unit is on call or no terminal throughput considerations apply (amphibious assault area). When used, must be a three-digit number.

REF #	DATA ELEMENT NAME	SIZE	TYPE
F55	Port of Debarkation Priority Add On	1	A

COMMENTS: Provides a means of inserting a force requirement into the POD Priority for Arrival without resequencing the already assigned priorities.

EDIT: Allowed values are all letters except I and O. Must be blank for in-place or parent unit, otherwise, optional data.

F56	Destination Geographic Location Code	4	AN

COMMENTS: The valid GEOLOC from the GEOFILE for the destination of the force being reported. Note: If destination is unknown, but the country is known, use GEOLOC that means Unknown Location in the country name. If country code is also unknown, use GEOLOC that means Unknown Foreign Location.

EDIT: Must be a valid GEOLOC. See Table A-12 for explanation and references to the GEOFILE.

FATAL: Valid GEOLOC required for TPFDD validation for ULNs requiring TCC-provided lift.

F57	Destination Country/State Code	2	AN

COMMENTS: System generated (from the GEOFILE). This code identifies the country or state (associated with the destination GEOLOC) in which the destination for the deployed force is located.

EDIT: None.

REF #	DATA ELEMENT NAME	SIZE	TYPE
F58	Destination Required Delivery Date	4	AN

COMMENTS: A day relative to C-day when a unit must arrive at its destination and complete unloading.

EDIT: Not required if unit is in place, on call to the POD, or the destination and POD are the same. When used, value must be equal to or later than POD LAD. If POD and destination are the same, RDD must equal LAD. A value of 9999 indicates the unit is on call to the destination. See Table A-14 for additional information.

FATAL: Required entry for TPFDD validation (unless POD = Destination) for ULNs requiring TCC-provided lift. Must be greater than or equal to RLD, ALD, EAD, and LAD for ULNs requiring TCC-provided lift.

F59	Destination Preferred Mode	1	A

COMMENTS: Identifies the preferred mode of transportation for a force movement to the destination.

EDIT: Must be blank for a parent unit and Z for an in-place unit. See Table A-9 for allowed values.

F60	Destination Preferred Source	1	A

COMMENTS: Identifies the preferred source of transportation for a force movement to the destination.

EDIT: Must be blank for a parent or an in-place unit. See Table A-9 for allowed values.

F61	Destination Load Configuration	1	A

COMMENTS: Describes the type of loading for delivery of the force to the destination.

EDIT: Must be blank for a parent or in-place unit. See Table A-10 for allowed values. If the POD and destination are the same, value must be N.

REF #	DATA ELEMENT NAME	SIZE	TYPE
F62	Destination Discharge Constraints	2	A

COMMENTS: This code identifies discharge limitations or restrictions at the destination. Note: Limited to space for two restrictions at the POD. If additional constraints are required, they should be described in the Remarks record.

EDIT: Must be blank for a parent unit or in-place unit. See Table A-11 for allowed values. If POD equals destination, value must be N.

F63	Reserved Non Baseline	30	AN

COMMENTS: This data element is currently used for ULN Point of Contact (POC) Information.

EDIT: None.

F64	Date of Record Creation (YYYYMMDD)	8	N

COMMENTS: System generated. Will contain the date this record was created. Format is year, month, and day.

EDIT: None.

F65	Date Record Was Last Changed	8	N

COMMENTS: System generated. Will contain the date this record was last changed. Format is year, month, and day (YYYYMMDD).

EDIT: None.

F66	Critical Employment Indicator	1	AN

COMMENTS: When entered, this code specifies that the unit is essential to the mission.

EDIT: Must be alphabetic or numeric, when used, or blank.

REF #	DATA ELEMENT NAME	SIZE	TYPE
F67	CINC Required Delivery Date	4	AN

COMMENTS: Indicates a day, relative to C-day, that defines a CINC's required delivery date for a force to be at a destination and ready for employment regardless of transportation capability.

EDIT: Optional data. See Table A-14 for additional information.

F68	Schedule Status Flag (SSF)	1	AN
	Problem Indicator Flag (PIF)	1	AN

Comments: These flags are system generated, and used to facilitate the ULN validation process and to reflect the status of a ULN movement to the POD. ULN must be free of fatal errors prior to validation. See Table A-34, Schedule Status Flag and Problem Indicator Flag (PIF), for SSF and PIF Values.

EDIT: Required data. May be blank.

F69	AMC Pulled for Scheduling	1	A

COMMENTS: System generated. Indicates USTRANSCOM pulled for air scheduling.

EDIT: Must be alphabetic. Allowed values: blank = unpulled and P = pulled.

F70	MTMC Pulled for Scheduling	1	A

COMMENTS: System generated. Indicates pulled for surface scheduling.

EDIT: Must be alphabetic. Allowed values: blank = unpulled and P = pulled.

F71	MSC Pulled for Scheduling	1	A

COMMENTS: System generated. Indicates whether the requirement has been pulled by Military Sealift Command (MSC) for scheduling.

EDIT: Must be alphabetic. Allowed values: blank = unpulled and P = pulled.

e. Nonstandard Force Cargo Requirements Data

REF #	DATA ELEMENT NAME	SIZE	TYPE
K01	Unit Line Number (ULN)	7	AN

COMMENTS: Relates this record to the associated TPFDD force record. Detailed instructions are provided in Table A-3.

EDIT: Required data. Must be in accordance with Table A-3.

FATAL: ULN missing. ULN not in TPFDD for nonstandard cargo.

K02	Cargo Category Code	3	AN

COMMENTS: Indicates the code for the kind of cargo described in this record. See Table A-18, Cargo Category Codes, for an explanation of cargo category code.

EDIT: Required data. Must be in accordance with Table A-18.

K03	Cargo Square Feet	6	N

COMMENTS: Indicates the number of square feet of deck space required for this cargo category.

EDIT: Must be numeric and greater than zero if any cargo within this cargo category is greater than 35 feet in any dimension, or if the first position of Cargo Category Code is A, B, C, D, K, L, or R.

K04	Cargo Weight (STONs)	6	N

COMMENTS: Indicates the number of STONs to the nearest tenth. Example: 000123 means 12.3 STONs. If containerized, do not include container weight.

EDIT: Must be zero when cargo category defines bulk POL. Otherwise, must be numeric and greater than zero. Must equal the total cargo STONs of all associated Force Cargo Detail Records, if present.

REF #	DATA ELEMENT NAME	SIZE	TYPE
K05	Cargo Cube (MTONs)	6	N

COMMENTS: Indicates the number of whole MTONs.
Example: 000012 means 12 MTONs.

EDIT: Must be zero when cargo category defines bulk POL. One MTON = 40 cubic feet. Otherwise, must be numeric and greater than zero. Must equal the total cargo MTONs of all associated Force Cargo Detail records, if present.

K06	Cargo Bulk POL (MBBLS)	6	N

COMMENTS: Indicates the amount of bulk POL, in MBBLS and tenths, defined by this cargo category.
Example: 000056 means 5,600 barrels.

EDIT: Must be zero for all cargo categories except bulk POL. Otherwise, must be numeric and greater than zero.

K07	Heavy Lift/Dimension Code	1	A

COMMENTS: Describes the heaviest item and the greatest dimension of the largest item in the cargo category described. Bulk POL and granular cargo are not considered. If containerized, do not include container weight. Codes are in Table A-19, Heavy Lift and Dimension Category Codes.

EDIT: Must be blank when cargo category describes bulk POL or granular cargo. Otherwise, must be one of the codes in Table A-19.

K08	Total Number of Cargo Detail Record	2	N

COMMENTS: System generated. Contains the actual count of force Cargo Detail Records associated with this cargo category.

EDIT: Required data. Must contain zero if there are no associated Force Cargo Detail Records for the cargo category described in this record. Otherwise, must be numeric and greater than zero.

REF #	DATA ELEMENT NAME	SIZE	TYPE
K09	Reported Number of Cargo Detail Records	2	N

COMMENTS: System generated. Contains the count of Force Cargo Detail Records as defined by the originator of the cargo category data for this record.

EDIT: None.

K10	Date Record Was Last Changed (YYYYMMDD)	8	N

COMMENTS: System generated. Will contain the date this record was last changed. Format is year, month, and day.

f. Nonstandard Force Cargo Detail Data

T01	Unit Line Number (ULN)	7	AN

COMMENTS: Relates this record to the associated TPFDD force record. Detailed instructions are provided in Table A-3.

EDIT: Required data. Must be in accordance with Table A-3.

FATAL: ULN missing. ULN not in TPFDD for nonstandard cargo.

T02	Cargo Category Code	3	AN

COMMENTS: Indicates the code for the kind of cargo described in this record. See Table A-18 for an explanation of cargo category code.

EDIT: Required data. Must be in accordance with Table A-18.

T03	Cargo Description	14	A/N

COMMENTS: Description of cargo or item of equipment. Usually consists of service equipment identification code, followed by a space, and a short plain language description.

EDIT: None.

REF #	DATA ELEMENT NAME	SIZE	TYPE
T04	Cargo Length in Inches	4	N

COMMENTS: The length, in inches, of one piece of this equipment item.

EDIT: Must be numeric and greater than zero.

T05	Cargo Width in Inches	3	N

COMMENTS: The width, in inches, of one piece of this equipment item.

EDIT: Must be numeric and greater than zero.

T06	Cargo Height in Inches	3	N

COMMENTS: The height, in inches, of one piece of this equipment item.

EDIT: Must be numeric and greater than zero.

T07	Cargo Square Feet	4	N

COMMENTS: Indicates the number of square feet of deck space required by one piece of this equipment. Normally system generated from cargo dimensions.

EDIT: Must be numeric and greater than zero.

T08	Number of Pieces	3	N

COMMENTS: The total number of pieces of the item of equipment described in this record.

EDIT: Required data. Must be numeric and greater than zero.

REF #	DATA ELEMENT NAME	SIZE	TYPE
T09	Cargo Weight (STONs)	6	N

COMMENTS: The weight, in STONs to the nearest tenth, of one piece of the equipment described in this record. Example: 000123 means 12.3 STONs. If containerized, do not include container weight.

EDIT: Required data. Must be numeric and greater than zero.

T10	Cargo Cube (MTONs)	6	N

COMMENTS: The cube, in MTONs to the nearest tenth, of one piece of the equipment described in this record. Example: 000123 means 12.3 MTONs.

EDIT: Required data. Must be numeric and greater than zero. System generated when items T03, T04, and T05 are provided.

T11	Date Record Was Last Changed (YYYYMMDD)	8	N

COMMENTS: System generated. Will contain the date this record was last changed. Format is year, month, and day.

EDIT: None.

APPENDIX C TO ENCLOSURE

NON-UNIT REQUIREMENT RECORDS

1. Introduction. The Non-Unit Requirement Record data elements identify the non-unit cargo and personnel information that is developed during deliberate planning to assess lift and logistics supportability. These must be reported to the JOPES database in accordance with JOPES Volume I procedures. This non-unit information facilitates the development, review, coordination, revision, and approval of COAs, OPLANs, and OPORDs. The data elements described in this appendix include non-unit requirement description data, movement characteristics, routing data, and required delivery date information for both non-unit cargo and non-unit personnel requirements. Non-unit requirement data are entered into the JOPES database under a Plan Identification Number (PIN). A non-unit cargo requirement is reported as a Cargo Increment Number (CIN), and a non-unit personnel requirement is reported as a Personnel Increment Number (PIN). CINs and PINs are not used to generate lift during execution. Only ULNs are used in a TPFDD during plan execution.

2. Data Element Descriptions. Following is a list of non-unit-related data elements.

REF #	DATA ELEMENT NAME	SIZE	TYPE
N01	Using Organization Code	1	AN
	COMMENTS: First character of CIN/PIN. Identifies the Service or organization that will be the user of this requirement.		
	EDIT: Required data. Allowed values are found in Table A-5.		
N02	Type of Movement	1	A
	COMMENTS: Second character of CIN/PIN. Categorizes the functional use of this requirement.		
	EDIT: Required data. Allowed values are found in Table A-17.		

REF #	DATA ELEMENT NAME	SIZE	TYPE
N03	Sequencing Number	5	N

COMMENTS: This is a consecutive sequential number that cannot be repeated for the same Using Organization Code and Type of Movement.

EDIT: Required data. Must be numeric. Allowed values are found in Table A-27, FRN, CIN, and PIN Reserved Assignments.

N04	Origin Geographic Location Code	4	AN

COMMENTS: Identifies the specific geographic location (GEOLOC from GEOFILE) of the originating point of the non-unit movement requirement.

EDIT: Required data. Must be blank for an in-place requirement. When used, must be a valid GEOLOC. See Table A-12 for Geographic Location Codes explanation.

N05	Origin Country/State Code	2	AN

COMMENTS: System generated from GEOLOC. Identifies the country or state of the origin for the NON-UNIT requirement.

EDIT: None

N06	Port of Embarkation Geographic Location Code	4	AN

COMMENTS: Identifies a valid GEOLOC from the GEOFILE for the port of embarkation (POE) of the non-unit requirement being reported.

EDIT: Required data. Must be blank for an in-place requirement. When used, must be a valid GEOLOC, and compatible with POD transportation mode (e.g., airfield for air movement). See Table A-12 for Geographic Location Codes explanation.

REF #	DATA ELEMENT NAME	SIZE	TYPE
N07	Port of Embarkation Country/State Code	2	AN

COMMENTS: System generated (from GEOFILE). Identifies the country or state in which the POE for the non-unit requirement is located.

EDIT: Required data. Must be blank for an in-place requirement.

N08	Port of Embarkation Available to Load Date	4	AN

COMMENTS: Specifies a day relative to C-day when the non-unit requirement will be ready to begin out loading at the POE.

EDIT: Required data. Must be blank for an in-place requirement. Must be less than or equal to LAD and RDD. See Table A-14 for additional information.

N09	Port of Embarkation Preferred Mode	1	A

COMMENTS: Identifies the preferred mode of transportation for the non-unit requirement to the POE.

EDIT: Required data. See Table A-9 for allowed values and additional information.

N10	Port of Embarkation Preferred Source	1	A

COMMENTS: Identifies the preferred source of transportation for the non-unit requirement to the POE.

EDIT: Required data. See Table A-9 for allowed values and additional information.

REF #	DATA ELEMENT NAME	SIZE	TYPE
N11	Port of Debarkation Geographic Location Code	4	AN

COMMENTS: Identifies a valid GEOLOC from the GEOFILE for the port of debarkation (POD) of the non-unit requirement being reported.

EDIT: Required data. Must be blank for an in-place requirement. When used, must be a valid GEOLOC; however, must not be the same GEOLOC as POE. Must have consistent installation type for transportation mode from POE/ILOC (e.g., airfield for air mode). See Table A-12 for additional information.

N12	Port of Debarkation Country/State Code	2	AN

COMMENTS: System generated (from GEOFILE). Identifies the country or state associated with the POD GEOLOC for the non-unit requirement.

EDIT: None.

N13	Port of Debarkation Earliest Arrival Day	4	AN

COMMENTS: A day relative to C-day that is specified as the earliest date when a non-unit requirement can be accepted at the POD.

EDIT: Required data. Must be blank for an in-place requirement. Must be equal to or earlier than the Latest Arrival Date (LAD) at the POD. See Table A-14 for additional information.

N14	Port of Debarkation Latest Arrival Day	4	AN

COMMENTS: Indicates a day relative to C-day that is specified as the latest date when a non-unit requirement can be accepted and complete unloading at the POD during deployment.

EDIT: Required data. Must be blank for an in-place requirement. Must be equal to or earlier than the Required Delivery Date (RDD) at destination or equal to or later than the POD EAD and POE ALD. See Table A-14 for additional information.

REF #	DATA ELEMENT NAME	SIZE	TYPE
N15	Port of Debarkation Preferred Mode	1	A

COMMENTS: Identifies the preferred mode of transportation for the non-unit requirement to the POD.

EDIT: Required data. See Table A-9 for allowed values and additional information.

N16	Port of Debarkation Preferred Source	1	A

COMMENTS: Identifies the preferred source of transportation for the non-unit requirement to the POD.

EDIT: Required data. See Table A-9 for allowed values and additional information.

N17	Destination Geographic Location Code	4	AN

COMMENTS: Identifies a valid GEOLOC from the GEOFILE for the destination of the non-unit requirement being reported.

EDIT: Required data. See Table A-12 for additional information.

N18	Destination Country/State Code	2	AN

COMMENTS: System generated (from GEOFILE). Identifies the country or state in which the destination for the non-unit requirement is located.

EDIT: None.

N19	Destination Required Delivery Date	4	AN

COMMENTS: Identifies the day relative to C-day when a non-unit requirement must arrive at its destination and complete unloading.

EDIT: Required data. Must be equal to or later than the POD LAD. If POD and destination are the same, RDD must equal LAD. See Table A-14 for additional information.

REF #	DATA ELEMENT NAME	SIZE	TYPE
N20	Destination Preferred Mode	1	A

COMMENTS: Identifies the preferred mode of transportation for the non-unit requirement to the destination.

EDIT: Required data. See Table A-9 for allowed values and additional information.

N21	Destination Preferred Source	1	A

COMMENTS: Identifies the preferred source of transportation for the non-unit requirement to the destination.

EDIT: Required data. See Table A-9 for allowed values and additional information.

N22	Personnel Requiring Nonorganic Transportation	5	N

COMMENTS: Indicates the number of non-unit personnel requiring non-organic transportation.

EDIT: Must be zero for non-unit cargo requirement. Value expressed in a whole number (00000-99999).

N23	Cargo Category Code (First Position)	1	A

COMMENTS: Identifies the kind of cargo.

EDIT: Must be blank for non-unit personnel requirements. Allowed values and further explanations are found in Table A-18.

N24	Cargo Category Code (Second Position)	1	AN

COMMENTS: Identifies the kind of cargo.

EDIT: Must be blank for non-unit personnel requirements. Allowed values and further explanations are found in Table A-18.

REF #	DATA ELEMENT NAME	SIZE	TYPE
N25	Cargo Category Code (Third Position)	1	A

COMMENTS: Identifies the kind of cargo.

EDIT: Must be blank for non-unit personnel requirements. Allowed values and further explanations are found in Table A-18.

N26	Heavy Lift/Dimension Code	1	A

COMMENTS: Identifies the heaviest item and greatest dimension of the largest item in the cargo category being described. Note: Code does not include container weight of containerized cargo, and bulk POL and granular cargo are not considered.

EDIT: Must be blank for non-unit personnel requirements or when describing bulk POL or granular cargo. See Table A-19 for allowed values.

N27	Supply Class/Subclass Code	2	N

COMMENTS: Specifies the supply class and, when appropriate, the subclass for the non-unit cargo requirement.

EDIT: Must be blank for non-unit personnel requirements. See Table A-20, Non-Unit-Related Cargo Supply Class Codes, for allowed values.

N28	Cargo Square Feet	6	N

COMMENTS: Indicates the number of square feet of deck or floor space required for transporting or storing the non-unit increment.

EDIT: Value must be reported when the first position of the Cargo Category Code is A, B, C, D, K, L, or R. Value is expressed as a whole number (000001-999999).

REF #	DATA ELEMENT NAME	SIZE	TYPE
N29	Cargo Weight (STONs)	6	N

COMMENTS: Indicates the weight, in STONs, of the non-unit requirement being described.

EDIT: Must be zero for non-unit personnel requirements. Does not include container weight for containerized cargo. Value is expressed as a whole number and tenths (000123 = 12.3 STONs).

N30	Cargo Cube (MTONs)	6	N

COMMENTS: Indicates the volume, in MTONs, of the non-unit requirement being described.

EDIT: Must be zero for non-unit personnel requirements. Value is expressed as a whole number (000012 = 12 MTONs).

N31	Cargo Bulk POL	6	N

COMMENTS: The total amount of bulk POL (expressed in MMBLS and tenths) contained in the non-unit cargo increment.

EDIT: Must be zero for non-unit personnel requirements or when cargo is not bulk POL. Value is expressed as a whole number (000012 = 1,200 barrels).

N32	Project Code	3	AN

COMMENTS: This code is used by commands to identify special projects and applications.

EDIT: Optional data. No edit check.

N33	Date of Record Creation	8	N

COMMENTS: System generated. Format is year, month, and day (YYYYMMDD).

EDIT: None.

REF #	DATA ELEMENT NAME	SIZE	TYPE
N34	Date Record Was Last Changed	8	N

COMMENTS: System generated. Format is year, month, and day (YYYYMMDD).

EDIT: None.

N35	Providing Organization Code	1	AN

COMMENTS: This code identifies the specific organization that will provide or fill the non-unit requirement.

EDIT: Allowed values for cargo are found in Table A-16, Non-Unit-Related Cargo Providing Organizations Codes. For personnel, values are found in Table A-21, Non-Unit-Related Personnel Providing Organization Codes.

N36	Reason for Intermediate Stop	1	A

COMMENTS: Identifies the type of delay at the intermediate location for the identified non-unit requirement.

EDIT: Must be entered if INT LOC is reported and a delay is encountered. See Table A-25, Reason for Intermediate Non-Unit-Related Delay, for definitions and codes.

N37	Fuel Type Code	3	AN

COMMENTS: Identifies the specific fuel type of the non-unit bulk POL cargo increment.

EDIT: Required for POL requirement, otherwise, field left blank. See Table A-26, Fuel Type Codes, for allowed values.

REF #	DATA ELEMENT NAME	SIZE	TYPE
N38	Intermediate Location Geographic Location Code	4	AN

COMMENTS: Identifies a valid GEOLOC from the GEOFILE for the location of the intermediate stop, if required, for the non-unit requirement being reported.

EDIT: Optional data. If used, must be a valid GEOLOC. See Table A-12 for additional information and references to the GEOFILE.

N39	Intermediate Location Country/State Code	2	AN

COMMENTS: System generated from GEOFILE. Identifies the country or state (associated with the INT LOC GEO) in which the intermediate location for the transported non-unit requirement is located.

EDIT: Must be blank if INT LOC GEO is blank. See Table A-12 for additional information.

N40	Intermediate Location Preferred Mode	1	A

COMMENTS: Identifies the preferred mode of transportation for the non-unit requirement to the intermediate location.

EDIT: Must be entered if INT LOC GEO is reported, otherwise, is blank. See Table A-9 for allowed values and additional information.

N41	Intermediate Location Preferred Source	1	A

COMMENTS: Identifies the preferred source of transportation for the non-unit requirement to the intermediate location.

EDIT: Must be entered if INT LOC GEO is reported; otherwise, leave blank. See Table A-9 for allowed values and additional information.

REF #	DATA ELEMENT NAME	SIZE	TYPE
N42	Days Delay at Intermediate Location	3	N

COMMENTS: Number of days delayed at the intermediate location for the non-unit requirement.

EDIT: Must be entered if INT LOC GEO is reported and a delay is encountered; otherwise, leave blank. If used, must be numeric (000 = no delay, or 001-999).

N43	Location of the Intermediate Stop	1	A

COMMENTS: Indicates where in the deployment the intermediate stop occurs. Note: Options are after POD, between POE and POD, or before POE. This code is written to the database when a user selects the various locations via a toggle button in JET.

EDIT: Entry required only if INT LOC is needed. If not used, must be blank. Allowed values are found in Table A-13.

N44	Cargo/Passenger Description	15	AN

COMMENTS: Free-form field containing supplemental information to further describe the non-unit cargo or personnel requirement.

EDIT: Required data. Must not be blank.

N45	Reserved Non-Baseline	30	AN

COMMENTS: Allows entry of any JOPES user-unique application.

EDIT: Field left blank if not used.

(INTENTIONALLY BLANK)

APPENDIX D TO ENCLOSURE

SCHEDULING AND MOVEMENT RECORDS

1. Introduction. The Scheduling and Movement (S&M) Record data elements in this appendix identify the JOPES information reporting requirements for strategic and theater scheduling and movement. This appendix identifies the Service-unique, theater assigned, and common-user scheduling information that is reported to the JOPES database and the update of that information as the movement occurs. The information contained in this appendix includes:

a. Scheduling Information. These data elements will include carrier, schedule, and scheduled and reported itinerary data.

b. Allocation Information. These data elements consist of carrier allocation and allocation leg (scheduled) data.

c. Manifest Information. These data elements consist of carrier manifest and manifest leg (reported) data.

d. Diversion or Change Information. These data elements report the old and new schedule and manifest data for a carrier that has been changed or diverted. Scheduling and movement data is entered for a specific OPLAN (PID) in the JOPES database.

2. Data Element Descriptions. Following is a list of S&M-related data elements. Organizations tasked to provide S&M information to a JOPES database will provide values for the following data elements:

a. Scheduling Information. Following are carrier and scheduling data elements used to create or update scheduling information for a specific OPLAN:

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM001	Carrier Name	15	AN

COMMENTS: Identifies the name of the carrier used for the movement.

EDIT: Required data. Any valid carrier name, must be alphanumeric, and cannot equal blank or 0.

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM002	Carrier Type	7	AN

COMMENTS: Indicates the type or model, design, series (MDS) of the carrier to be used for the shipment.

EDIT: Required data. This is a free-form field and it is not edited.

SM003	Carrier Configuration	20	AN

COMMENTS: Indicates the carrier cargo configuration.

EDIT: Required data. This is a free-form field and must be alphanumeric.

SM004	Carrier Source Code	1	A

COMMENTS: Identifies the transportation source of the carrier.

EDIT: Required data. Allowed values are found in Table A-9.

SM005	Carrier Service Component	1	AN

COMMENTS: Identifies the Service to which the carrier (organic or common-user) belongs.

EDIT: Required data. Allowed values are found in Table A-5.

SM006	Carrier Providing Organization	1	AN

COMMENTS: Identifies the organization that will provide the carrier.

EDIT: Required data. Allowed values are found in Table A-4.

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM007	Carrier Maximum Passengers Allowed	5	N

COMMENTS: Indicates the maximum number of personnel that can be manifested on that carrier.

EDIT: Required data. Value is expressed as a whole number (00001-99999). PAX, STONs, or MTONs is required.

SM008	Carrier Maximum Cargo Short Tons	7	N

COMMENTS: Indicates the capacity, in short tons, of a specified type of carrier.

EDIT: Required data. Value must be a whole number and tenths (example 0000123 = 12.3 STONs). PAX, STONs, or MTONs/SQFT is required. If STONs, MTONs/SQFT must be zero.

SM009	Carrier Maximum Cargo Measurement Tons	7	N

COMMENTS: Indicates the capacity, in measurement tons, of a specified type of carrier.

EDIT: Required data. Value must be a whole number (example 0000012 = 12 MTONs). PAX, STONs, or MTONs/square feet (SQFT) is required. If MTONs/SQFT, STONs must be zero.

SM010	Carrier Maximum Cargo Square Feet	7	N

COMMENTS: Indicates the capacity, in square feet, of a specified type of carrier.

EDIT: Required data. Value must be a whole number (example 0000052 = 52 SQFT). PAX, STONs, or MTONs/SQFT is required. If MTONs/SQFT, STONs must be zero.

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM011	Scheduled Departure Day	4	N

COMMENTS: Scheduled departure date for this carrier at this geographic location.

EDIT: Format for values is YDDD (year and 001-366 days), which is the year and day portion of the Julian date. Must be numeric and after the scheduled arrival for the same GEOLOC.

SM012	Scheduled Departure Time	4	N

COMMENTS: Scheduled departure time for this carrier at this geographic location.

EDIT: Format for values is HHMM in Greenwich Mean Time (GMT). Must be numeric.

SM013	Scheduled Arrival Day	4	N

COMMENTS: Scheduled arrival date for this carrier at this geographic location.

EDIT: Format for values is YDDD (year and 001-366 days), which is the Julian date. Must be numeric and after the scheduled departure for the previous GEOLOC.

SM014	Scheduled Arrival Time	4	N

COMMENTS: Scheduled arrival time for this carrier at this geographic location.

EDIT: Format for values is HHMM expressed in GMT. Must be numeric.

SM015	Reported Departure Day	4	N

COMMENTS: Reported departure date for this carrier at this geographic location.

EDIT: Format for values is YDDD (year and 001-366 days), which is the Julian date. Must be numeric and after the reported arrival for this GEOLOC.

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM016	Reported Departure Time	4	N

COMMENTS: Reported departure time for this carrier at this geographic location.

EDIT: Format for values is HHMM expressed in GMT. Must be numeric.

SM017	Reported Arrival Day	4	N

COMMENTS: Reported arrival date for this carrier at this GEOLOC.

EDIT: Format for values is YDDD (year and 001-366 days), which is the Julian date. Must be numeric and after the reported arrival for this GEOLOC.

SM018	Reported Arrival Time	4	N

COMMENTS: Reported arrival time for this carrier at this GEOLOC.

EDIT: Format for values is HHMM expressed in GMT. Must be numeric.

SM019	Itinerary Geographic Location Code	4	AN

COMMENTS: Identifies a valid GEOLOC from GEOFILE for this carrier.

EDIT: Required data. See Table A-12.

SM020	Itinerary Stop Code	1	A

COMMENTS: This code indicates the reason for the stop at the onload, intermediate, or offload points.

EDIT: Allowed values: A = Airdrop, B = Both Onload/Offload, E = En Route, O = Onload, P = Position, R = Air Refuel, T = Terminate, U = Offload/Unload.

b. Allocation Information. Following are allocation data elements that are used to create or update a scheduled carrier allocation and add scheduled onload or offload records to a selected allocation record.

(1) Allocation Carrier Information

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM021	Allocation Carrier Name	15	AN

COMMENTS: Identifies the name of the carrier on which the allocation resources are to be transported.

EDIT: Required data. Any valid carrier name, must be alphanumeric, and cannot equal blank or 0.

SM022	Allocation Onload Geographic Location	4	AN

COMMENTS: Identifies a valid GEOLOC from GEOFILE for the onload point for this carrier.

EDIT: Required data. See Table A-12.

SM023	Allocation Offload Geographic Location	4	AN

COMMENTS: Identifies a valid GEOLOC from GEOFILE for the offload point for this requirement.

EDIT: Required data. See Table A-12.

SM024	Allocation Source Code	1	A

COMMENTS: Identifies the transportation source of the carrier.

EDIT: Required data. Allowed values are found in Table A-9. Should be same source code as in the itinerary leg.

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM025	Allocation Service Component	1	AN

COMMENTS: Identifies the Service to which the carrier (organic or common-user) belongs.

EDIT: Required data. Allowed values are found in Table A-5.

SM026	Allocation Providing Organization	1	AN

COMMENTS: Identifies the organization that will provide the carrier associated with this carrier allocation leg.

EDIT: Required data. Allowed values are found in Table A-4.

SM027	Allocation Scheduled Departure Day Onload	4	N

COMMENTS: Scheduled departure date at the onload GEOLOC associated with this carrier allocation leg.

EDIT: Format for values is YDDD (year and 001-366 days), which is the Julian date. Must be numeric and after the scheduled arrival for the same GEOLOC. Must be the same as the itinerary leg record.

SM028	Allocation Scheduled Departure Time Onload	4	N

COMMENTS: Scheduled departure time at the onload GEOLOC associated with this carrier allocation leg.

EDIT: Format for values is HHMM expressed in GMT. Must be numeric and the same as the itinerary leg record.

SM029	Allocation Scheduled Arrival Day Onload	4	N

COMMENTS: Scheduled arrival date at the onload GEOLOC associated with this carrier allocation leg.

EDIT: Format for values is YDDD (year and 001-366 days), which is the Julian date. Must be numeric and the same as the itinerary leg record.

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM030	Allocation Scheduled Arrival Time Onload	4	N

COMMENTS: Scheduled arrival time at the onload GEOLOC associated with this carrier allocation leg.

EDIT: Format for values is HHMM expressed in GMT. Must be numeric and the same as the itinerary leg record.

SM031	Allocation Stop Code Onload	1	A

COMMENTS: This code indicates the reason for the stop at the onload point.

EDIT: Required data. Allowed values: B = Both Onload/Offload, O = Onload.

SM032	Allocation Scheduled Departure Day Offload	4	N

COMMENTS: Scheduled departure date at the offload GEOLOC associated with this carrier allocation leg.

EDIT: Format for values is YDDD (year and 001-366 days), which is the Julian date. Must be numeric and after the scheduled arrival for the same GEOLOC. Must be the same as the itinerary leg record.

SM033	Allocation Scheduled Departure Time Offload	4	N

COMMENTS: Scheduled departure time at the offload GEOLOC associated with this carrier allocation leg.

EDIT: Format for values is HHMM expressed in GMT. Must be numeric and the same as the itinerary leg record.

SM034	Allocation Scheduled Arrival Day Offload	4	N

COMMENTS: Scheduled arrival date at the offload GEOLOC associated with this carrier allocation leg.

EDIT: Format for values is YDDD (year and 001-366 days), which is the Julian date. Must be numeric and the same as the itinerary leg record.

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM035	Allocation Scheduled Arrival Time Offload	4	N

COMMENTS: Scheduled arrival time at the offload GEOLOC associated with this carrier allocation leg.

EDIT: Format for values is HHMM expressed in GMT. Must be numeric and the same as the itinerary leg record.

SM036	Allocation Stop Code Offload	1	A

COMMENTS: This code indicates the reason for the stop at the offload point.

EDIT: Required data. Allowed values: A = Airdrop, B = Both Onload/Offload, U = Offload/Unload.

SM037	Allocation Passengers	5	N

COMMENTS: Identifies the number of passengers allocated on this carrier for this onload/offload pair.

EDIT: Required data, must be numeric (00001-99999).

SM038	Allocation Total Short Tons	7	N

COMMENTS: Indicates the weight of cargo allocated, in STONs, on this carrier for this onload/offload pair.

EDIT: Required data. Value must be a whole number and tenths (00000123 = 12.3 STONs). Does not include container weight for containerized cargo.

SM039	Allocation Total Measurement Tons	7	N

COMMENTS: Indicates the volume of cargo allocated, in MTONs, on this carrier for this onload/offload pair.

EDIT: Required data. Value must be a whole number (0000012 = 12 MTONs).

(2) Allocation Record Occurrence Information. Users can input up to 22 ULNs on an allocation record. The following data elements describe this record.

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM040	Allocation Requirement	7	AN

COMMENTS: Indicates ULN that identifies the allocation requirement.

EDIT: Required data. Must be a valid ULN in the database.

SM041	Allocation Bulk Cargo	7	N

COMMENTS: Indicates the short tons of bulk cargo associated with this allocation requirement.

EDIT: Required data. Must be numeric. Value is expressed as a whole number and tenths (example 0000123 = 12.3 STONs).

SM042	Allocation Oversized Cargo	7	N

COMMENTS: Indicates the short tons of oversized cargo associated with this allocation requirement.

EDIT: Required data. Must be numeric. Value is expressed as a whole number and tenths (example 0000123 = 12.3 STONs).

SM043	Allocation Outsized Cargo	7	N

COMMENTS: Indicates the STONs of outsized cargo associated with the allocation requirement.

EDIT: Required data. Must be numeric. Value is expressed as a whole number and tenths (example 0000123 = 12.3 STONs).

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM044	ULN Allocation Total Short Tons	7	N

COMMENTS: Indicates total STONs of cargo associated with the allocation requirement.

EDIT: Required data. Must be numeric. Value is expressed as a whole number and tenths (example 0000123 = 12.3 STONs). Must be equal to or greater than the total of bulk, oversize, and outsize cargo.

SM045	ULN Allocation Total Measurement Tons	7	N

COMMENTS: Indicates total MTONs of cargo associated with the allocation requirement.

EDIT: Required data. Must be numeric. Value is expressed as a whole number (example 0000012 = 12 MTONs).

SM046	ULN Allocation Passengers	5	N

COMMENTS: Identifies the number of passengers allocated or requiring transportation.

EDIT: Required data. Must be numeric.

SM047	Allocation Requirement Leg Code	1	A

COMMENTS: Indicates between which two points the allocated requirement is located.

EDIT: Required data. Must be one of the following alphabetic codes: A = origin to POE, B = origin to intermediate location (IL), C = origin to POD, D = origin to destination, E = POD to IL, F = POE to IL, G = POE to POD, H = POE to destination, J = IL to POE, K = IL to POD, L = IL to destination, M = POD to destination.

c. Manifest Information. Following are manifest data elements that are used to create or update a carrier manifest and add reported onload or offload records to a selected manifest record:

(1) Manifest Carrier Information

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM048	Manifest Carrier Name	15	AN

COMMENTS: Identifies the name of the carrier on which the manifest resources are to be transported.

EDIT: Required data. Any valid carrier name, must be alphanumeric, and cannot equal blank or 0.

SM049	Manifest Onload Geographic Location	4	AN

COMMENTS: Identifies a valid GEOLOC from GEOFILE for the onload point for this carrier.

EDIT: Required data. See Table A-12.

SM050	Manifest Offload Geographic Location	4	AN

COMMENTS: Identifies a valid GEOLOC from GEOFILE for the offload point for this requirement.

EDIT: Required data. See Table A-12.

SM051	Manifest Source Code	1	A

COMMENTS: Identifies the transportation source of the carrier.

EDIT: Required data. Allowed values are found in Table A-9. Should be same source code as in the itinerary leg.

SM052	Manifest Service Component	1	AN

COMMENTS: Identifies the Service to whom the carrier (organic or common-user) belongs.

EDIT: Required data. Allowed values are found in Table A-5.

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM053	Manifest Providing Organization	1	AN

COMMENTS: Identifies the organization that will provide the carrier associated with this carrier manifest leg.

EDIT: Required data. Allowed values are found in Table A-4.

SM054	Manifest Reported Departure Day Onload	4	N

COMMENTS: Reported departure date at the onload GEOLOC associated with this carrier manifest leg.

EDIT: Format for values is YDDD (year and 001-366 days), which is the Julian date. Must be numeric and the same as the itinerary leg.

SM055	Manifest Reported Departure Time Onload	4	N

COMMENTS: Reported departure time at the onload GEOLOC associated with this carrier manifest leg.

EDIT: Format for values is HHMM expressed in GMT. Must be numeric and the same as the itinerary leg record.

SM056	Manifest Reported Arrival Day Onload	4	N

COMMENTS: Reported arrival date at the onload GEOLOC associated with this carrier manifest leg.

EDIT: Format for values is YDDD (year and 001-366 days), which is the Julian date. Must be numeric and the same as the itinerary leg record.

SM057	Manifest Reported Arrival Time Onload	4	N

COMMENTS: Reported arrival time at the onload GEOLOC associated with this carrier manifest leg.

EDIT: Format for values is HHMM expressed in GMT. Must be numeric and the same as the itinerary leg record.

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM058	Manifest Stop Code Onload	1	A

COMMENTS: This code indicates the reason for the stop at the onload point.

EDIT: Required data. Allowed values: B = Both Onload/Offload, O = Onload.

SM059	Manifest Reported Departure Day Offload	4	N

COMMENTS: Reported departure date at the offload GEOLOC associated with this carrier manifest leg.

EDIT: Format for values is YDDD (year and 001-366 days), which is the Julian date. Must be numeric and the same as the itinerary leg.

SM060	Manifest Reported Departure Time Offload	4	N

COMMENTS: Reported departure time at the offload GEOLOC associated with this carrier manifest leg.

EDIT: Format for values is HHMM expressed in GMT. Must be numeric and the same as the itinerary leg record.

SM061	Manifest Reported Arrival Day Offload	4	N

COMMENTS: Reported arrival date at the offload GEOLOC associated with this carrier manifest leg.

EDIT: Format for values is YDDD (year and 001-366 days), which is the Julian date. Must be numeric and the same as the itinerary leg.

SM062	Manifest Reported Arrival Time Offload	4	N

COMMENTS: Reported arrival time at the offload GEOLOC associated with this carrier manifest leg.

EDIT: Format for values is HHMM expressed in GMT. Must be numeric and the same as the itinerary leg record.

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM063	Manifest Stop Code Offload	1	A

COMMENTS: This code indicates the reason for the stop at the offload point.

EDIT: Required data. Allowed values: A = Airdrop; B = Both Onload/Offload; U = Offload/Unload.

SM064	Manifest Passengers	5	N

COMMENTS: Identifies the number of passengers manifested on this carrier for this onload/offload pair.

EDIT: Required data, must be numeric (00001-99999).

SM065	Manifest Total Short Tons	7	N

COMMENTS: Indicates the weight of cargo manifested, in STONs, on this carrier for this onload/offload pair.

EDIT: Required data. Value must be a whole number and tenths (00000123 = 12.3 STONs). Does not include container weight for containerized cargo.

SM066	Manifest Total Measurement Tons	7	N

COMMENTS: Indicates the volume of cargo manifested, in MTONs, on this carrier for this onload/offload pair.

EDIT: Required data. Value must be a whole number (0000012 = 12 MTONs).

(2) Manifest Record Occurrence Information. Users can input up to 22 ULNs on a manifest record. The following data elements describe this record:

SM067	Manifest Requirement	7	AN

COMMENTS: Indicates ULN that identifies the manifest requirement.

EDIT: Required data. Must be a valid ULN in the database.

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM068	Manifest Bulk Cargo	7	N

COMMENTS: Indicates the STONs of bulk cargo associated with this manifest requirement.

EDIT: Required data. Must be numeric. Value is expressed as a whole number and tenths (example 0000123 = 12.3 STONs).

SM069	Manifest Oversized Cargo	7	N

COMMENTS: Indicates the STONs of oversized cargo associated with this manifest requirement.

EDIT: Required data. Must be numeric. Value is expressed as a whole number and tenths (example 0000123 = 12.3 STONs).

SM070	Manifest Outsized Cargo	7	N

COMMENTS: Indicates the STONs of outsized cargo associated with the manifest requirement.

EDIT: Required data. Must be numeric. Value is expressed as a whole number and tenths (example 0000123 = 12.3 STONs).

SM071	Manifest Total Short Tons	7	N

COMMENTS: Indicates total STONs of cargo associated with the manifest requirement.

EDIT: Required data. Must be numeric. Value is expressed as a whole number and tenths (example 0000123 = 12.3 STONs). Must be equal to or greater than the total of bulk, oversize, and outsize cargo.

SM072	Manifest Total Measurement Tons	7	N

COMMENTS: Indicates total MTONs of cargo associated with the manifest requirement.

EDIT: Required data. Must be numeric. Value is expressed as a whole number (example 0000012 = 12 MTONs).

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM073	Manifest Passengers	5	N

COMMENTS: Identifies the number of passengers manifested or requiring transportation.

EDIT: Required data. Must be numeric.

SM074	Manifest Requirement Leg Code	1	A

COMMENTS: Indicates between which two points the manifested requirement is located.

EDIT: Required data. Must be one of the following alphabetic codes: A = origin to POE, B = origin to intermediate location (IL), C = origin to POD, D = origin to destination, E = POD to IL, F = POE to IL, G = POE to POD, H = POE to destination, J = IL to POE, K = IL to POD, L = IL to destination, M = POD to destination.

d. Diversion or Change Information. The following data elements are reported to change or divert a carrier, modify the carrier manifest, and add remarks information for the changed or diverted carrier.

SM075	Diversion Change Carrier (Old)	15	AN

COMMENTS: Identifies the (old) carrier that is being changed or diverted.

EDIT: Required data. Carrier must be in OPLAN database.

SM076	Diversion Change Geographic Location (Old)	4	AN

COMMENTS: Identifies a valid GEOLOC from the GEOFILE for this diverted requirement.

EDIT: Required data. See Table A-12.

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM077	Diversion Change Source Code (Old)	1	A

COMMENTS: Identifies the (old) transportation source of the diverted carrier.

EDIT: Required data. Allowed values are found in Table A-9.

SM078	Diversion Change Service Component (Old)	1	AN

COMMENTS: Identifies the (old) Service to which the diverted carrier (organic or common-user) belongs.

EDIT: Required data. Allowed values are found in Table A-5.

SM079	Diversion Change Providing Organization (Old)	1	AN

COMMENTS: Identifies the (old) organization that provided the diverted carrier.

EDIT: Required data. Allowed values are found in Table A-4.

SM080	Diversion Change Stop Code (Old)	1	A

COMMENTS: This code indicates the reason for the stop at the diversion location.

EDIT: Required data. Allowed values: A = Airdrop, B = Both Onload/Offload, E = Enroute, O = Onload, P = Position, R = Air Refuel, T = Terminate, U = Offload/Unload.

SM081	Diversion Change Scheduled Departure Day (Old)	4	N

COMMENTS: Scheduled departure date (old) at the diversion geographic location associated with this carrier.

EDIT: Format for values is YDDD (year and 001-366 days), which is the Julian date. Must be numeric.

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM082	Diversion Change Scheduled Departure Time (Old)	4	N

COMMENTS: Scheduled departure time (old) at the diversion geographic location associated with this carrier.

EDIT: Format for values is HHMM expressed in GMT. Must be numeric.

SM083	Diversion Change Reported Departure Day (Old)	4	N

COMMENTS: Reported departure date (old) at the diversion GEOLOC associated with this carrier.

EDIT: Format for values is YDDD (year and 001-366 days), which is the Julian date. Must be numeric.

SM084	Diversion Change Reported Departure Time (Old)	4	N

COMMENTS: Reported departure time (old) at the diversion GEOLOC associated with this carrier.

EDIT: Format for values is HHMM expressed in GMT. Must be numeric.

SM085	Diversion Change Scheduled Arrival Day (Old)	4	N

COMMENTS: Scheduled arrival date (old) at the diversion GEOLOC associated with this carrier.

EDIT: Format for values is YDDD (year and 001-366 days), which is the Julian date. Must be numeric.

SM086	Diversion Change Scheduled Arrival Time (Old)	4	N

COMMENTS: Scheduled arrival time (old) at the diversion GEOLOC associated with this carrier.

EDIT: Format for values is HHMM expressed in GMT. Must be numeric.

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM087	Diversion Change Reported Arrival Day (Old)	4	N

COMMENTS: Reported arrival date (old) at the diversion GEOLOC associated with this carrier.

EDIT: Format for values is YDDD (year and 001-366 days), which is the Julian date. Must be numeric.

SM088	Diversion Change Reported Arrival Time (Old)	4	N

COMMENTS: Reported arrival time (old) at the diversion GEOLOC associated with this carrier.

EDIT: Format for values is HHMM expressed in GMT. Must be numeric.

SM089	Diversion Change Carrier (New)	15	AN

COMMENTS: Identifies the (new) carrier name (if required) for the changed or diverted carrier.

EDIT: Required data. Must be alphanumeric. Carrier must equal old OPLAN database.

SM090	Diversion Change Geographic Location (New)	4	AN

COMMENTS: Identifies a valid GEOLOC from the GEOFILE for this diverted requirement.

DIT: Required data. If the same as the old GEOLOC, must be blank. See Table A-12.

SM091	Diversion Change Source Code (New)	1	AN

COMMENTS: Identifies the (new) transportation source of the diverted carrier, if required.

EDIT: Required data. Must be blank if same as the old source code. Allowed values found in Table A-9.

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM092	Diversion Change Service Component (New)	1	AN

COMMENTS: Identifies the (new) Service to whom the diverted carrier (organic or common-user) belongs, if required.

EDIT: Required data. Must be blank if same as old Service code. Allowed values are found in Table A-5.

SM093	Diversion Change Providing Organization (New)	4	N

COMMENTS: Identifies the (new) organization that provides the carrier, if required.

EDIT: Required data. Must be blank if the same as old providing organization (PROVORG). Allowed values are found in Table A-4.

SM094	Diversion Change Stop Code (New)	1	A

COMMENTS: This code indicates the reason for the stop at the diversion location.

EDIT: Required data. Allowed values: A = Airdrop, B = Both Onload/Offload, E = Enroute, O = Onload, P =Position, R = Air Refuel, T = Terminate, U = Offload/Unload.

SM095	Diversion Change Scheduled Departure Day (New)	4	N

COMMENTS: Scheduled departure date (new) at the diversion GEOLOC associated with this carrier.

EDIT: Must be a valid Julian date if scheduled arrival equals blank or zero. Must be after scheduled arrival for that GEOLOC. Format for values is YDDD (year and 001-366 days). Must be numeric.

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM096	Diversion Change Scheduled Departure Time (New)	4	N

COMMENTS: Scheduled departure time (new) at the diversion geographic location associated with this carrier.

EDIT: Must be a valid time if scheduled arrival equals blank or zero. Must be after scheduled arrival for that GEOLOC. Format for values is HHMM expressed in GMT. Must be numeric.

SM097	Diversion Change Reported Departure Day (New)	4	N

COMMENTS: Reported departure date (new) at the diversion GEOLOC associated with this carrier.

EDIT: Must be all zeros, #s, or a valid Julian date. Format for values is YDDD (year and 001-366 days). Must be numeric.

SM098	Diversion Change Reported Departure Time (New)	4	N

COMMENTS: Reported departure time (new) at the diversion GEOLOC associated with this carrier.

EDIT: Must be all zeros, #s, or a valid time. Format for values is HHMM expressed in GMT. Must be numeric.

SM099	Diversion Change Scheduled Arrival Day (New)	4	N

COMMENTS: Scheduled arrival date (new) at the diversion GEOLOC associated with this carrier.

EDIT: Must be a valid date if scheduled arrival equals blank or zero. Must be after previous departure. Format for values is YDDD (year and 001-366 days), which is the Julian date. Must be numeric.

SM100	Diversion Change Scheduled Arrival Time (New)	4	N

COMMENTS: Scheduled arrival time (new) at the next GEOLOC associated with this carrier.

EDIT: Must be a valid time if scheduled arrival equals blank or zero. Must be after previous departure. Format for values is HHMM expressed in GMT. Must be numeric.

REF #	DATA ELEMENT NAME	SIZE	TYPE
SM101	Diversion Change Reported Arrival Day (New)	4	N

COMMENTS: Reported arrival date (new) at the diversion GEOLOC associated with this carrier.

EDIT: Must be all zeros, #s, or a valid Julian date. Format for values is YDDD (year and 001-366 days). Must be numeric.

SM102	Diversion Change Reported Arrival Time (New)	4	N

COMMENTS: Reported arrival time (new) at the diversion GEOLOC associated with this carrier.

EDIT: Must be a valid time if scheduled arrival equals blank or zero. Must be after previous departure. Format for values is HHMM expressed in GMT. Must be numeric.

SM103	Diversion Change Date	10	AN

COMMENTS: Indicates the date the diversion or change occurs.

EDIT: Required data. Format for the date is DDHHMMZMMM (example 201530ZAPR). Must be #s, blank, or a valid date and time.

SM104	Diversion Change Reason	60	AN

COMMENTS: A free-form field that provides the reason for the diversion or change of the carrier.

EDIT: Required data. Must be alphanumeric.

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APPENDIX L TO ENCLOSURE

FORCE MODULE RECORDS

1. Introduction. The FM Record data elements in this appendix identify the JOPES information reporting requirements for the preparation of FM information to support OPLAN development during the deliberate planning and crisis action planning processes. The information will be provided to JOPES in accordance with procedures identified in JOPES Volume I.

2. Force Module Types. JOPES Volume I provides the following definition of force modules: FMs are a planning and execution tool that provides a means of logically grouping records in the JOPES database to facilitate planning, analysis, and monitoring. Force modules may be OPLAN dependent to depict specific planning tasks or options, or may represent a particular force or unit and related support. Force module content and uses are virtually unlimited.

3. Data Element Descriptions. Following is a list of FM-related data elements.

REF #	DATA ELEMENT NAME	SIZE	TYPE
FM01	Force Module Identification	3	AN

COMMENTS: This alphanumeric code is used to group records (ULNs, CINs, and PINs) into an entity known as an FM. FM first characters are assigned in Table A-27.

EDIT: Required data. Must be alphanumeric; however, the first character cannot be I or O.

FM02	Title Line	80	AN

COMMENTS: This is an FM originator-produced, free-form title of the FM.

EDIT: Required data. Must be alphanumeric valid characters. The first title line is required.

REF #	DATA ELEMENT NAME	SIZE	TYPE
FM03	Description	2000	AN

COMMENTS: This is an FM originator-produced, free-form description of the FM.

EDIT: Required data. Must be valid alphanumeric characters.

FM04	Unit Line Number	7	AN

COMMENTS: This identifies a ULN in the FM.

EDIT: Must be a valid ULN (force requirement). See Table A-3, ULN, for additional information.

FM05	Cargo Increment Number	7	AN

COMMENTS: This identifies a CIN in the FM.

EDIT: Must be a valid CIN (non-unit cargo requirement). See Tables A-16, A-17, and A-27, for CIN development information.

FM06	Personnel Increment Number	7	AN

COMMENTS: This identifies a PIN in the FM.

EDIT: Must be a valid PIN (non-unit personnel requirement). See Tables A-16, A-17, A-27, for PIN development information.

GLOSSARY

PART I -- ABBREVIATIONS AND ACRONYMS

A	alphabetic field (JOPESREP)
ACC	Air Combat Command
ADP	automated data processing
AFOE	assault follow-on echelon
ALD	Available-to-Load Date (at POE)
AMC	Air Mobility Command
AN	alphanumeric field (JOPESREP)
APOD	aerial port of debarkation
AUIC	active duty Unit Identification Code
CAP	Crisis Action Plan(ning)
CD	code
CIN	Cargo Increment Number
CINC	commander in chief
CINCNORAD	Commander in Chief, North American Aerospace Defense Command
CJCS	Chairman of the Joint Chiefs of Staff
COA	course of action
COMDT COGARD	Commandant, US Coast Guard
COMFORSCOM	Commander, US Army Forces Command
CONOPS	concept of operations
CONPLAN	Concept Plan
CONUS	Continental United States
CTP	Commercial Ticket Program
DISN	Defense Information System Network
DLA	Defense Logistics Agency
DMS	Defense Message System
DOD	Department of Defense
DTR	Defense Transportation Regulation
EAD	earliest arrival date (POD)
FAX	facsimile
FIC	Force Indicator Code
FM	Force Module(s); Functional Manager
FMC	Force Movement Characteristics
FRAG	Fragmentation Code (ULN)
FRN	Force Requirement Number (ULN)
FUI	Force Unit Information

GCCS	Global Command and Control System
GEOFILE	Standard Specified Geographic Location File
GEOLOC	Geographic Location Code
GSORTS	Global Status of Resources and Training Systems
GMT	Greenwich Mean Time
HNS	host-nation support
HQ	headquarters
IAP	international airport
IAW	in accordance with
ICAO	International Civil Aviation Organization
ILOC	intermediate location
INERT	Insert Code (ULN)
JET	JOPES Editing Tool
JOPES	Joint Operation Planning and Execution System
JOPESREP	JOPES Reporting Structure
JPEC	Joint Planning and Execution Community
JRS	Joint Reporting Structure
JSCP	Joint Strategic Capabilities Plan
JSPS	Joint Strategic Planning System
LAD	latest arrival date (at POD)
LAN	local area network
MBBLS	thousands of barrels
MDS	model, design, series
MEB	Marine Expeditionary Brigade
MEDEVAC	medical evacuation
MEF	Marine Expeditionary Force
MEU	Marine Expeditionary Unit
MJCOM	major command
MPH	miles per hour
MRE	meals ready to eat
MSC	Military Sealift Command
MTMC	Military Traffic Management Command
MTONs	measurement tons (derived from cubic feet)

N	numeric field (JOPESREP)
NAT	non-air-transportable
NATO	North Atlantic Treaty Organization
NCA	National Command Authorities
NEO	noncombatant evacuation operation
NIMA	National Imagery and Mapping Agency
NRC	non-unit-related cargo
NRP	non-unit-related personnel
OPLAN	operation plan in complete format
OPORD	operation order
OPR	office of primary responsibility
OSD	Office of the Secretary of Defense
PAX	passengers
PERS	force requirement personnel strength
PI	Plan Information
PIC	Parent Indicator Code
PID	Plan Identification Number
PIF	problem indication flag
PIN	Personnel Increment Number
POD	port of debarkation
POE	port of embarkation
POL	petroleum, oils, and lubricants
PROVORG	providing organization
RDD	required delivery date (at destination)
RUIC	Reserve Unit Identification Code
S&M	scheduling and movement
SIOP	Single Integrated Operational Plan
SIPRNET	Secret Internet Protocol Router Network
SORTS	Status of Resources and Training System
SPOD	seaport of debarkation
SPOE	seaport of embarkation
SQFT	square feet
SSF	schedule status flag
STONs	short tons (2,000 pounds)

TCC	Transportation Component Command
TDY	temporary duty
TE	Transaction Editor
TPFDD	Time-Phased Force and Deployment Data
TUCHA	Type Unit Characteristics File
UIC	Unit Identification Code
ULC	Unit Level Code
ULN	Unit Line Number
USAF	United States Air Force
USARJ	United States Army, Japan
USCINCCENT	Commander in Chief, US Central Command
USCINCEUR	US Commander in Chief, Europe
USCINCJFCOM	Commander in Chief, US Joint Forces Command
USCINCPAC	Commander in Chief, US Pacific Command
USCINCSO	Commander in Chief, US Southern Command
USCINCSOC	Commander in Chief, US Special Operations Command
USCINCSPACE	Commander in Chief, US Space Command
USCINCSTRAT	Commander in Chief, US Strategic Command
USCINCTRANS	Commander in Chief, US Transportation Command
USCG	US Coast Guard
USMC	US Marine Corps
USMTF	US Message Text Format
USN	US Navy
USTRANSCOM	US Transportation Command
UTC	Unit Type Code
WHNS	wartime host-nation support

PART II -- TERMS AND DEFINITIONS

ALERT ORDER (CJCS). A crisis action-planning directive from the Secretary of Defense, issued by the Chairman of the Joint Chiefs of Staff, that provides essential guidance for planning and directs the initiation of execution planning for the selected course of action authorized by the Secretary of Defense.

allocation. Generally, distribution of limited resources among competing requirements for employment. Specific allocations (e.g., air sorties, nuclear weapons, forces, and transportation) are described as allocation of air sorties, nuclear weapons, etc., or the ULN assigned to a carrier in the JOPES database when scheduling transportation.

available-to-load date. A day, relative to C-day in a time-phased force and deployment data, that unit and non-unit equipment and forces can begin loading on an aircraft or ship at the port of embarkation.

campaign. A series of related military operations aimed at accomplishing a strategic or operational objective within a given time and space.

cargo increment number. A seven-character alphanumeric field that uniquely describes a non-unit-cargo entry (line) in a Joint Operation Planning and Execution System time-phased force deployment data.

CINC's required delivery date. Indicates a day, relative to C-day, that defines a CINC's required delivery date for a force to have completed staging area operations and be ready to proceed, regardless of transportation capability. Shown in the time-phased force and deployment data to assess the impact of later arrival.

CINC's Strategic Concept. Final document produced in Step 5 of the Concept Development Phase of the deliberate planning process. The CINC's Strategic Concept (CSC) is used as the vehicle to distribute the CINC's decision and planning guidance for accomplishing JSCP or other CJCS taskings. CJCS approval of the strategic concept becomes the basis of the plan for development into an OPLAN or CONPLAN. Formerly called "the concept of operations."

civil affairs. The activities of a commander that establish, maintain, influence, or exploit relations between military forces and civil authorities, both governmental and nongovernmental, and the civilian population in a friendly, neutral, or hostile area of operations in order to facilitate military operations and consolidate operational objectives. Civil affairs may include performance by military forces of activities and functions that are normally the responsibility of local government. These activities may occur prior to, during, or subsequent

to other military actions. They may also occur, if directed, in the absence of other military operations.

common-user lift. USTRANSCOM-controlled lift. The pool of strategic transportation assets either government owned or chartered that are under the operational control of AMC, MSC, or Military Traffic Management Command for the purpose of providing common-user transportation to the Department of Defense across the operational continuum. These assets range from common-user organic or chartered pool of common-user assets available day-to-day to a larger pool of common-user assets phased in from other sources.

concept of operations. A verbal or graphic statement, in broad outline, of a commander's assumptions or intent in regard to an operation or series of operations. The concept of operations frequently is embodied in campaign plans and operations plans. In the latter case, particularly when the plans cover a series of connected operations to be carried out simultaneously or in succession. The concept is designed to give an overall picture of the operation. It is included primarily for additional clarity of purpose. Frequently, it is referred to as the commander's concept.

concept plan. An operation plan in concept format.

crisis. An incident or situation involving a threat to the United States, its territories, citizens, military forces, possessions, or vital interests that develops rapidly and creates a situation of such diplomatic, economic, political, or military importance that commitment of US military forces and resources is contemplated to achieve national objectives.

crisis action planning. The Joint Operation Planning and Execution System process involving the time-sensitive development of joint operation plans and orders in response to an imminent crisis. Crisis action planning follows prescribed crisis action procedures to formulate and implement an effective response within the time frame permitted by the crisis. Also called CAP.

deliberate planning. The JOPES process involving the development of joint operation plans for contingencies identified in joint strategic planning documents. Conducted principally in peacetime, deliberate planning is accomplished in prescribed cycles that complement other DOD planning cycles and in accordance with the formally established Joint Strategic Planning System.

deployment. 1. In naval usage, the change from a cruising approach or contact disposition to a disposition for battle. 2. The movement of forces within areas of operation. 3. The positioning of forces into a formation for battle. 4. The relocation of forces and materiel to desired areas of operations. Deployment encompasses all activities from origin or home station through destination, specifically including intra-CONUS, intertheater, and intratheater movement legs, staging, and holding areas.

deployment planning. Encompasses all activities from origin or home station through destination, specifically including intra CONUS, intertheater, and intratheater movement legs, staging areas, and holding areas.

earliest arrival date. A day, relative to C-day, that is specified by a planner as the earliest date when a unit, a resupply shipment, or replacement personnel can be accepted at a port of debarkation during a deployment. Used with the latest arrival data (LAD), it defines a delivery window for transportation planning. Also called EAD.

employment. The strategic, operational, or tactical use of forces and materiel in an area or theater of operations.

EXECUTE ORDER (CJCS). An order issued by the Chairman of the Joint Chiefs of Staff, by the authority and at the direction of the Secretary of Defense, to implement an NCA decision to initiate military operations.

execution planning. The phase of the Joint Operation Planning and Execution System Crisis Action Planning process that provides for the translation of an approved COA into an executable plan of action through the preparation of a complete OPLAN or OPORD. Execution planning is detailed planning for the commitment of specified forces and resources. During crisis action planning, an approved OPLAN or other NCA-approved COA is adjusted, refined, and translated into an OPORD. Execution planning can proceed on the basis of prior deliberate planning, or it can take place in the absence of prior planning.

feasibility. Operation plan review criterion. The determination of whether the assigned tasks could be accomplished by using available resources.

filler personnel. Individuals of suitable grade and skill initially required to bring a unit or organization to its authorized strength.

force closure. The point in time when a supported commander determines he has sufficient personnel and equipment resources in the assigned area of operations to carry out assigned tasks.

force list. A total list of forces required by an operation plan, including assigned forces, augmentation forces, and other forces to be employed in support of the plan.

force module(s). A grouping of combat, combat support, and combat service support forces, with their accompanying supplies. Non-unit resupply and personnel necessary to sustain forces for a minimum of 30 days may be included. The elements of force modules are linked together or are uniquely identified so that they may be extracted from or adjusted as an entity in the Joint Operation Planning and Execution System databases to enhance flexibility and usefulness of the operation plan during a crisis. Also called FM.

force requirement number. An alphanumeric code used to uniquely identify force entries in a given operation plan's time-phased force and deployment data. Also called FRN.

force tracking. The identification of units and their specific modes of transport during movement to an objective area.

Functional Plan. A Functional Plan involves the conduct of military operations in a peacetime or nonhostile environment. Examples include plans for disaster relief, nation assistance, logistics, communications, surveillance, protection of US citizens, nuclear weapon recovery and evacuation, humanitarian assistance, peacekeeping, force enforcement, and continuity of operations.

Global Command and Control System. Highly mobile, deployable command and control system supporting forces for joint and multinational operations across the range of military operations, any time and anywhere in the world with compatible, interoperable and integrated command, control, communications, computers, and intelligence systems. Also called GCCS (Joint Pub 1-02).

host-nation support. Civil and/or military assistance rendered by a nation to foreign forces within its territory during peacetime, times of crisis and emergencies, or war based upon agreements mutually concluded between nations.

implementation. Procedures governing the mobilization of the force and the deployment, employment, and sustainment of military operations in response to execute orders issued by the National Command Authorities.

intertheater. Between theaters of operations or between CONUS and theaters of operations.

intratheater. Within a theater of operations.

joint operation planning. Joint operation planning activities exclusively associated with the preparation of operation plan, operation plans in concept format, and operation orders (other than the Single Integrated Operational Plan (SIOP)) for the conduct of military operations by the combatant commanders in response to requirements established by the Chairman of the Joint Chiefs of Staff. As such, joint operation planning includes contingency planning, execution planning, and implementation planning. Joint operation planning is performed in accordance with formally established planning and execution procedures.

Joint Operation Planning and Execution System (JOPES). A continuously evolving system that provides the foundation for conventional command and control by national- and theater-level commanders and their staffs. It is designed to satisfy their information needs in the conduct of joint planning and operations. JOPES includes joint operation planning policies, procedures, and reporting structures supported by communications and ADP systems. JOPES is used to monitor, plan, and execute mobilization, deployment, employment, and sustainment activities associated with joint operations.

Joint Planning and Execution Community. Those headquarters, commands, and agencies involved in the training, preparation, movement, reception, employment, support, and sustainment of military forces assigned or committed to a theater of operations or objective area. JPEC usually consists of the Joint Staff, Services, certain Service major commands (including the Service wholesale logistics commands), unified and specified commands (and their Service component commands), unified commands (and their Service component commands, subunified commands, transportation component commands, JTFs (as applicable), Defense Logistics Agency, and other Defense agencies (e.g., Defense Intelligence Agency) as may be appropriate to a given scenario. Also called JPEC.

joint staff. 1. The staff of a commander of a unified or specified command, or of a joint task force, which includes members from the several Services comprising the force. These members should be assigned in such a manner as to ensure that the commander understands the tactics, techniques, capabilities, needs, and limitations of the component parts of the force. Positions on the staff should be divided so that Service representation and influence generally reflect the Service composition of the force. 2. Joint Staff. The staff under the Chairman of the Joint Chiefs of Staff as provided for in the

National Security Act of 1947, as amended by the DOD Reorganization Act of 1986. The Joint Staff assists the Chairman, and subject to the authority, direction, and control of the Chairman, the other members of the Joint Chiefs of Staff and the Vice Chairman, in carrying out their responsibilities.

Joint Strategic Planning System. The primary means by which the Chairman, in consultation with the other members of the Joint Chiefs of Staff and the CINCs, carries out his statutory responsibilities to assist the President and Secretary of Defense in providing strategic direction to the Armed Forces; prepares strategic plans; prepares and reviews contingency plans; advises the President and Secretary of Defense on requirements, programs, and budgets; and provides net assessment on the capabilities of the Armed Forces of the United States and its allies compared with those of potential adversaries. Also called JSPS.

latest arrival date. A day, relative to C-day, that is specified by a planner as the latest date when a unit, a resupply shipment, or replacement personnel can arrive and complete unloading at the port of debarkation and support the concept of operations. Also called LAD.

level of detail. Within the current joint planning and execution systems, movement characteristics are described at five distinct levels of detail. These levels are:

a. Level I. Aggregated Level. Expressed as total number of passengers and total short tons, total measurement tons, total square feet, and/or total thousands of barrels by unit line number, cargo increment number, and personnel increment number.

b. Level II. Summary Level. Expressed as total number of passengers by ULN and PIN and short tons, measurement tons (including barrels), total square feet of bulk, oversize, outsize, and non-air-transportable cargo by ULN and CIN.

c. Level III. Detail by Cargo Category. Expressed as total number of passengers by ULN and PIN and short tons, and/or measurement tons (including barrels), total square feet of cargo as identified by the ULN or CIN three-position cargo category code.

d. Level IV. Detail expressed as number of passengers and individual dimensional data (expressed in length, width, and height in number of inches) and weight in tenths (1/10) of short tons or tenths of measurement tons, and square feet of cargo by equipment type by ULN.

e. Level V. Detail by priority of shipment. Expressed as total number of passengers by Service specialty code in deployment sequence by ULN individual weight (in pounds) and dimensional data (expressed in length, width, and height in number of inches) of equipment in deployment sequence by ULN. (Joint Pub 1-02)

limiting factor. A factor or condition that, either temporarily or permanently, impedes mission accomplishment. Illustrative examples are transportation network deficiencies, lack of in-place facilities, malpositioned forces or materiel, extreme climatic conditions, distance, transit or overflight rights, political conditions, etc.

logistic assessment. An evaluation of:

a. The logistic support required to support particular military operations in a theater of operations, country, or area.

b. The actual and/or potential logistics support available for the conduct of military operations either within the theater, country, or area, or located elsewhere.

logistic support. Logistic support encompasses the logistic services, materiel, and transportation required to support the CONUS-based and worldwide deployed forces.

logistics. The science of planning and carrying out the movement and maintenance of forces. In its most comprehensive sense, those aspects of military operations which deal with:

a. Design and development, acquisition, storage, movement, distribution, maintenance, evacuation, and disposition of materiel.

b. Movement, evacuation, and hospitalization of personnel.

c. Acquisition or construction, maintenance, operation, and disposition of facilities.

d. Acquisition or furnishing of services.

logistics sourcing. The identification of the origin and determination of the availability of the time-phased force and deployment data non-unit logistics requirements.

maintain. When used in the context of deliberate planning, the directed command will keep the referenced operation plan, operation plan in concept format, or concept summary and any associated Joint Operation Planning and Execution System automated data processing files active in accordance with applicable tasking documents describing the type and level of update or maintenance to be performed. General guidance is contained in JOPES, Volumes I and II.

major force. A military organization comprised of major combat elements and associated combat support, combat service support, and sustainment increments. The major force is capable of sustained military operations in response to plan employment requirements.

manifest. A document specifying in detail the passengers or items carried for a specific destination.

materiel. All items (including ships, tanks, self-propelled weapons, aircraft, etc., and related spares, repair parts, and support equipment but excluding real property, installations, and utilities) necessary to equip, operate, maintain, and support military activities without distinction as to its application for administrative or combat purposes.

medical evacuees. Personnel who are wounded, injured, or ill and must be moved to or between medical facilities.

mobilization. 1. The act of assembling and organizing national resources to support national objectives in time of war or other emergencies. 2. The process by which the Armed Forces or part of them are brought to a state of readiness for war or other national emergency. This includes activating all or part of the Reserve Components as well as assembling and organizing personnel, supplies, and materiel. Mobilization of the Armed Forces includes but is not limited to the following categories:

a. selective mobilization. Expansion of the active Armed Forces resulting from action by Congress and/or the President to mobilize Reserve Component units, individual ready reservists, and the resources needed for their support to meet the requirements of the domestic emergency that is not the result of an enemy attack.

b. partial mobilization. Expansion of the active Armed Forces resulting from action by Congress (up to full mobilization) or by the President (not more than 1,000,000) to mobilize Ready Reserve Component units, individual reservists, and the resources needed for their support to meet the requirements

of a war or other national emergency involving an external threat to the national security.

c. full mobilization. Expansion of the active Armed Forces resulting from action by Congress and the President to mobilize all Reserve Component units in the existing approved force structure, all individual reservists, retired military personnel, and the resources needed for their support to meet the requirements of a war or other national emergency involving an external threat to the national security.

d. total mobilization. Expansion of the active Armed Forces resulting from action by Congress and the President to organize and/or generate additional units or personnel beyond the existing force structure and the resources needed for their support to meet the total requirements of a war or other national emergency involving an external threat to the national security.

movement schedule. A schedule developed to monitor or track a force requirement (ULN) or lift asset. The schedule reflects the assignment of specific lift resources (such as an aircraft or ship) that will be used to move the personnel and cargo included in a specific movement increment. Arrival and departure times at ports of embarkation, etc., are detailed to show a flow and workload at each location. Movement schedules are detailed enough to support plan implementation.

noncombatant evacuation operations. Operations directed by the Department of State, the Department of Defense, or other appropriate authority whereby noncombatants are evacuated from areas of danger overseas to safehavens or to the United States.

noncombatant evacuees. 1. US citizens who may be ordered to evacuate by competent authority include: a. Civilian employees of all agencies of the US Government and their dependents, except as noted in 2a below. b. Military personnel of the US Armed Forces specifically designated for evacuation as noncombatants. c. Dependents of members of the US Armed Forces. 2. US (and non-US) citizens who may be authorized or assisted (but not necessarily ordered to evacuate) by competent authority include: a. Civilian employees of US Government agencies and their dependents who are residents in the country concerned on their own volition, but express the willingness to be evacuated. b. Private US citizens and their dependents. c. Military personnel and dependents of members of the US Armed Forces outlined in 1c above, short of an ordered evacuation. d. Designated aliens, including dependents of persons listed in 1a thorough 1c above, as prescribed by the Department of State.

non-unit-related cargo. Estimates of all equipment and supplies requiring transportation to an area of operations, other than those identified as the equipment or accompanying supplies of a specific unit (e.g., resupply, military support for allies, and support for nonmilitary programs such as civil relief), used to support deliberate planning or course of action transportation feasibility analysis.

non-unit-related personnel. Estimates of all personnel requiring transportation to or from an area of operations, other than those assigned to a specific unit (e.g., filler personnel, replacements, temporary duty or temporary additional duty personnel; civilians; medical evacuees; and retrograde personnel), used to support deliberate planning or course of action transportation feasibility analysis.

on-call. Preplanned, identified force or materiel requirements without designated time-phase and destination information. Will be called forward upon order of competent authority.

operation. A military action or the carrying out of a strategic, tactical, service, training, or administrative military mission; the process of carrying on combat, including movement, supply, attack, defense, and maneuvers needed to gain the objectives of any battle or campaign.

operation order. A directive issued by a commander to subordinate commanders for the purpose of effecting the coordinated execution of an operation. Also called OPORD.

operation plan. Any plan, except for the Single Integrated Operational Plan (SIOP), for the conduct of military operations. Plans are prepared by combatant commanders in response to requirements established by the Chairman of the Joint Chiefs of Staff and by commanders of subordinate commands in response to requirements tasked by the establishing unified commander. Operation plans are prepared in either a complete format (OPLAN) or as a concept plan (CONPLAN).

a. OPLAN. An operation plan for the conduct of joint operations that can be used as a basis for development of an OPORD. An OPLAN identifies the forces and supplies required to execute the CINC's Strategic Concept and a movement schedule of these resources to the theater of operations. The forces and supplies are identified in time-phased force and deployment data (TPFDD) files. OPLANs will include all phases of the tasked operation. The plan is prepared with the appropriate annexes, appendixes, and TPFDD files as described in the JOPES manuals containing planning policies, procedures, and formats.

b. Concept Plan (CONPLAN). An operation plan in an abbreviated format that would require considerable expansion or alteration to convert it into an OPLAN or OPORD. A CONPLAN contains the CINC's Strategic Concept and those annexes and appendixes deemed necessary by the CINC to complete planning. Generally, detailed support requirements are not calculated and TPFDD files are not prepared.

organic. Assigned to and forming an essential part of a military organization. Organic parts of a unit are those listed in its table of organization for the Army, Air Force, and Marine Corps, and are assigned to the administrative organizations of the operating forces for the Navy.

origin. Beginning point of a deployment, where unit- or non-unit-related cargo or personnel are located.

personnel increment number. A seven-character alphanumeric field that uniquely describes a non-unit-related personnel entry (line) in a Joint Operation Planning and Execution System time-phased force and deployment data.

plan identification number. A command-unique, four-digit number followed by a suffix indicating the JSCP year for which the plan is written; e.g., "2220-95." In JOPES database, a five-digit number representing the command-unique, four-digit identifier, followed by a one-character alphabetic suffix indicating the OPLAN option, or a one-digit number numeric value indicating the JSCP year for which the plan is written.

PLANNING ORDER (CJCS). An order issued by the Chairman of the Joint Chiefs of Staff to initiate execution planning. The planning order will normally follow a commander's estimate and take the place of the CJCS ALERT ORDER. NCA approval of a selected COA is not required before issuing a CJCS PLANNING ORDER.

port of debarkation. The geographic point at which cargo or personnel are discharged. May be a seaport or aerial port of debarkation. For unit requirements, it may or may not coincide with the destination.

port of embarkation. The geographic point in a routing scheme from which cargo or personnel depart. May be a seaport or aerial port from which personnel and equipment flow to port of debarkation. For unit and non-unit requirements, it may or may not coincide with the origin.

procedure. A procedure begins with a specific documented event that causes an activity to occur. The activity must produce a product that normally affects another external organization. Frequently, that product will be the event that causes another procedure to occur. It is important to recognize that a procedure determines "what" an organization must do at critical periods, but does not direct "how" it will be done.

ready-to-load date. The day relative to C-day, in a time-phased force and deployment data when the unit, non-unit equipment, and forces are prepared to depart their origin on organic transportation or are prepared to begin loading on USTRANSCOM-provided transportation. Also called RLD.

replacements. Personnel required to take the place of others who depart a unit.

required delivery date. A date, relative to C-day, when a unit must arrive at its destination and complete offloading to properly support the concept of operations. (Joint Pub 1-02)

resources. The forces, materiel, and other assets or capabilities apportioned or allocated to the commander of a unified command.

Restricted-Access Plan. An operation plan that has access restricted to individual GCCS USERIDs. The Limited-Access Plan can be distributed to more than one Joint Operation Planning and Execution System site.

resupply. See non-unit-related cargo.

retain. When used in the context of deliberate planning, the directed command will keep the referenced operation plan, operation plan concept format, or concept summary and any associated JOPES automated data processing files in an inactive library or status. The plan and its associated files will not be maintained unless directed by follow-on guidance.

retrograde cargo. Cargo evacuated from a theater of operations.

retrograde personnel. Personnel evacuated from a theater of operations, they may include medical patients, noncombatants, and civilians.

scheduled arrival date. The projected arrival date of a specified movement requirement at a specified location.

schedule. The carrier itinerary, which may involve cargo and passenger(s).

scheduling and movement capability. The capability required by JOPES planners and operators to allow for review and update of scheduling and movement data before and during implementation of a deployment operation.

Secret Internet Protocol Router Network (SIPRNET). The data communications component of the Defense Information System Network (DISN) used for SECRET data. SIPRNET uses the same internet protocol routing technology as in Non-Secure Internet Protocol Router Network (NIPRNET) with additional security measures needed to protect classified data transmissions.

shortfall. The lack of forces, equipment, personnel, materiel, or capability, reflected as the difference between the resources identified as a plan requirement and those apportioned to a CINC for planning, that would adversely affect the command's ability to accomplish its mission.

Status of Resources and Training System. GCCS application that provides information on unit identification, location, readiness, and major equipment. SORTS interface with JOPES provides automatic update of selected items of unit data in JOPES when requirements are sourced with SORTS-registered units. Also called SORTS.

supported commander. The commander having primary responsibility for all aspects of a task assigned by the Joint Strategic Capabilities Plan or other joint operation planning authority. In the context of joint operation planning, this term refers to the commander who prepares operation plans or operation orders in response to requirements of the Chairman of the Joint Chiefs of Staff.

supporting commander. A commander who provides augmentation forces or other support to a supported commander or develops a supporting plan. Includes the designated combatant commands and Defense agencies as appropriate.

supporting forces. Forces stationed in, or to be deployed to, an area of operations to provide support for the execution of an operation order. Combatant command (command authority) of supporting forces is not passed to the supported commander.

supporting plan. An operation plan prepared by a supporting commander or a subordinate commander to satisfy the requests or requirements of the supported commander's plan.

sustainment. The provision of personnel, logistic, and other support required to maintain and prolong operations or combat until successful accomplishment or revision of the mission or of the national objective.

theater. The geographic area outside the continental United States for which a commander of a unified or specified command has been assigned military responsibility.

throughput. The average quantity of cargo and passengers that can pass through a port on a daily basis from arrival at the port to loading onto a ship or plane, or from the discharge from a ship or plane to the exit (clearance) from the port complex. Throughput is usually expressed in measurement tons, short tons, or passengers. Reception and storage limitation may affect final throughput.

times. (C-, D-, M-days end at 2400Z and are assumed 24 hours long for planning.) The Chairman of the Joint Chiefs of Staff normally coordinates the proposed date with the commanders of the appropriate unified and specified commands, as well as any recommended changes to C-day. L-hour will be established per plan, crisis, or theater of operations and will apply to both air and surface movements. Normally, L-hour will be established to allow C-day to be a 24-hour day.

a. C-day. The unnamed day on which a deployment operation commences or is to commence. The deployment may be movement of troops, cargo, weapon systems, or a combination of these elements utilizing any or all types of transport. The letter "C" will be the only one used to denote the above. The highest command or headquarters responsible for coordinating the planning will specify the exact meaning of C-day within the aforementioned definition. The command or headquarters directly responsible for the execution of the operation, if other than the one coordinating the planning, will do so in light of the meaning specified by the highest command or headquarters coordinating the planning.

b. D-day. The unnamed day on which a particular operation commences or is to commence.

c. F-hour. The effective time of announcement by the Secretary of Defense to the Military Departments of a decision to mobilize Reserve units.

d. H-hour. The specific hour on D-day at which a particular operation commences.

e. L-hour. The specific hour on C-day at which a deployment operation commences or is to commence.

f. M-day. The term used to designate the day on which full mobilization commences or is due to commence.

g. N-day. The day an active duty unit is notified for deployment or redeployment.

h. R-day. Redeployment day. The day on which redeployment of major combat CS and CSS forces begins in an operation.

i. S-day. The day the President authorizes Selected Reserve callup (not more than 200,000).

j. T-day. The effective day coincident with Presidential declaration of national emergency and authorization of partial mobilization (not more than 1,000,000 personnel exclusive of the 200,000 callup).

k. W-day. Declared by the NCA, W-day is associated with an adversary decision to prepare for war (unambiguous strategic warning).

time-phased force and deployment data. The JOPES database portion of an operation plan; it contains time-phased force data, non-unit-related cargo and personnel data, and movement data for the operation plan, including:

a. In-place units.

b. Units to be deployed to support the operation plan with a priority indicating the desired sequence for their arrival at the port or debarkation.

c. Routing of forces to be deployed.

d. Movement data associated with deploying forces.

e. Estimates of non-unit-related cargo and personnel movements to be conducted concurrently with the deployment of forces.

f. Estimate of transportation requirements that must be fulfilled by common-user lift resources as well as those requirements that can be fulfilled by assigned or attached transportation resources. Also called TPFDD.

time-phased force and deployment list. Appendix 1 to Annex A of the operation plan. It identifies types and/or actual units required to support the operation plan and indicates origin and port of debarkation or ocean area. It may also be generated as a computer listing from the time-phased force and deployment data. Also called TPFDD.

TPFDD maintenance. The deliberate planning process that requires a supported commander to incorporate changes to TPFDD that occur after the TPFDD becomes effective for execution. TPFDD maintenance is conducted by the supported CINC in coordination with the supporting CINCs, Service Components, USTRANSCOM, and other agencies as required. At designated intervals, changes to data in the TPFDD, including force structure, standard reference files, and Services' type unit characteristics file, are updated in JOPES to ensure currency of deployment data. TPFDD maintenance may also be used to update the TPFDD for CJCS or Joint Strategic Capabilities Plan submission in lieu of refinement during the JOPES plan development phase.

TPFDD refinement. For both global and regional operation plan development, the process consists of several discrete phases that may be conducted sequentially or concurrently, in whole or in part. These phases are Concept, Plan Development, and Review. The Plan Development Phase consists of several subphases: Forces, Logistics, and Transportation, with shortfall identification associated with each phase. The Plan Development phases are collectively referred to as TPFDD refinement. The normal TPFDD refinement process consists of sequentially refining forces, logistics (non-unit-related personnel and sustainment), and transportation data to develop a TPFDD file that supports a feasible and adequate overlapping of several refinement phases. The supported commander makes the decision, unless otherwise directed by the Chairman of the Joint Chiefs of Staff. For global planning, refinement conferences are conducted by the Joint Staff in conjunction with USTRANSCOM. TPFDD refinement is conducted in coordination with supported and supporting commanders, Services, the Joint Staff, and other supporting agencies. USCINCTRANS will normally host refinement conferences at the request of the Joint Staff or the supported commander.

type unit. A type of organizational or functional entity established within the Armed Forces and uniquely identified by a five-character, alphanumeric code called a unit type code.

unit identification code. A six-character, alphanumeric code that uniquely identifies each Active, Reserve, and National Guard unit of the Armed Forces. Also called UIC.

unit line number. A seven-character, alphanumeric field that uniquely describes a unit entry (line) in a JOPES TPFDD. Also called ULN.

unit type code. A five-character, alphanumeric code that uniquely identifies each type unit of the Armed Forces. Also called UTC.

validate. Execution procedure used by CINC components, supporting commanders, and providing organizations to confirm to the supported commander and USTRANSCOM that all the information records in a TPFDD data not only are error-free for automation purposes, but also accurately reflect the current status, attributes, and availability of units and requirements. Unit readiness, movement dates, passengers, and cargo details should be confirmed with the unit before validation occurs.

warning order. A preliminary notice of an order or action that is to follow.

WARNING ORDER (CJCS). A crisis action planning directive issued by the Chairman of the Joint Chiefs of Staff that initiates the development and evaluation of COAs by a supported commander and requests that a commander's estimate be submitted.

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